

# The Hongkong Telegraph.

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WEDNESDAY, APRIL 15, 1908.

三拜禮 號五十月四英港香

\$30 PER ANNUM  
SINGLE COPY, 10 CENTS

## Banks.

### YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP ..... Yen 24,000,000  
RESERVE FUNDS ..... " 15,130,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. CHEFOO.  
KOBE. TIENTSIN.  
OSAKA. PEKIN.  
NAGASAKI. NEWHONGKONG.  
LONDON. DALNY.  
LYONS. PORT ARTHUR.  
NEW YORK. ANTUNG.  
SAN FRANCISCO. LIOYANG.  
HONOLULU. MUKDEN.  
BOMBAY. TIENTSIN.  
SHANGHAI. CHANG-CHUN.  
HANKOW.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent.  
per Annum on the Daily Balance.

On fixed deposit—  
For 12 months ..... 5% p.a.  
" 6 " ..... 4% " "  
" 3 " ..... 3% " "

TAKEO TAKAMICHI,  
Manager.  
Hongkong, 23rd March, 1908. [23]

### INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP ..... GOLD \$3,250,000  
ABOUT MEX \$7,222,222  
RESERVE FUND ..... GOLD \$3,250,000  
ABOUT MEX \$7,222,222

HEAD OFFICE:  
60 WALL STREET, NEW YORK.

LONDON OFFICE:  
THREADNEEDLE HOUSE, E.O.

LONDON BANKERS:  
BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF  
ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE  
WORLD.

THE Corporation transacts every Description  
of Banking and Exchange Business,  
receives Money in Current Account at the  
rate of 2% per annum on daily balances and ac-  
cepts Fixed Deposits at the following rates:—  
For 12 months 4% per cent. per annum.  
" 6 " 3% " "  
" 3 " 2% " "

No. 9, Queen's Road Central,  
Hongkong.  
W. M. ANDERSON,  
Manager.  
Hongkong, 8th April, 1908. [25]

### NEDERLANDSCHE HANDEL- MAATSCHAPPIJ.

(Netherlands Trading Society.)  
ESTABLISHED 1814.

PAID-UP CAPITAL FL 45,000,000 (£3,750,000).  
RESERVE FUND FL 5,378,375  
(about £448,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai,  
Rangoon, Samarang, Sourabaya, Cheribon,  
Tegal, Pecalongan, Pascoean, Tjilatjap,  
Padang, Medan (Deli), Palembang, Kota-  
Radja (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo,  
Madras, Pondicherry, Calcutta, Bangkok,  
Saigon, Haiphong, Hanoi, Amoy,  
Yokohama, Kobe, Melbourne, Sydney,  
New York, San Francisco, &c.

LONDON BANKERS:  
THE UNION OF LONDON AND SMITHS  
BANK, LIMITED.

THE Bank buys and sells and receives for  
collection Bills of Exchange, issues  
letters of credit on its Branches and correspond-  
ents in the East, on the Continent, in  
Great Britain, America, and Australia, and  
transacts banking business of every description.

INTEREST ALLOWED.  
On Current Accounts 2% per annum on daily  
balances.

Fixed Deposits 12 months 4% per annum.  
Do. 6 do. 3% do.  
Do. 3 do. 2% do.

J. L. VAN HOUTEN,  
Agent.  
Hongkong, 18th November, 1907. [26]

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$15,000,000  
RESERVE FUNDS ..... " 13,500,000

STERLING  
£1,500,000 at 2/-=\$15,000,000  
SILVER ..... \$13,500,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:  
Hon. Mr. Henry Kewick, Chairman.  
E. G. Goss, Esq., Deputy Chairman.

E. G. Barrett, Esq., E. Shellim, Esq.,  
G. Friesland, Esq., R. Shewan, Esq.,  
A. Fuchs, Esq., H. A. W. Slade, Esq.,  
C. S. Gubbay, Esq., H. E. Tomkins, Esq.,  
C. R. Lemmann, Esq.

CHIEF MANAGER:  
Hongkong—J. R. M. SMITH

MANAGER:  
Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent.  
per Annum on the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 2% per cent. per annum.  
For 6 months, 3% per cent. per annum.  
For 12 months, 4% per cent. per annum.

J. R. M. SMITH,  
Chief Manager.  
Hongkong, 27th March, 1908. [24]

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted  
by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be  
obtained on application.

INTEREST on deposits is allowed at 3% PER  
CENT. per annum.

Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG AND  
SHANGHAI BANK to be placed on FIXED  
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,  
J. R. M. SMITH,  
Chief Manager.  
Hongkong, 12th January, 1907. [28]

### THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE—LONDON.

PAID-UP CAPITAL ..... £1,200,000  
RESERVE FUND ..... £1,475,000  
RESERVE LIABILITIES OF PROPRIETORS ..... £1,200,000

INTEREST ALLOWED ON CURRENT  
ACCOUNT at the Rate of 2 per cent. per  
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4% per cent.  
" 6 " 3% " "  
" 3 " 2% " "

JOHN ARMSTRONG,  
Manager.  
Hongkong, 6th January, 1908. [29]

### DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.  
BOARD OF DIRECTORS: BERLIN.

BRANCHES:  
Berlin, Calcutta, Hamburg, Hankow,  
Kobe, Peking, Singapore, Tientsin,  
Tientsin, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND  
BANKERS:  
Koenigliche Seehandlung (Preussische  
Staatsbank)

Direction der Disconto-Gesellschaft  
Deutsche Bank  
S. Bleichroeder

Bankier Handels-Gesellschaft  
Bank fuer Handel und Industrie  
Robert Warshawsky & Co.  
Mendelssohn & Co.

M. A. von Rothschild & Soehne, Frankfurt  
Jacob S. H. Stern  
Norddeutsche Bank in Hamburg, Hamburg.  
Sal. Oppenheim jr. & Co. Koeln.  
Bayerische Hypotheken und Wechselbank,  
Muenchen.

LONDON BANKERS:  
Messrs. N. M. ROTHSCHILD & SONS,  
THE UNION OF LONDON AND SMITHS BANK,  
LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT.  
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.  
DEPOSITS received on terms which may be  
learned on application. Every description of  
banking and exchange business transacted.

A. KOEHN,  
Manager.  
Hongkong, 4th December, 1907. [30]

## Mails.

### PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STRAITS TO SAIL ON REMARKS

SHANGHAI..... { OCEANA ..... About 16th } Freight and  
Capt. W. Hayward, R.N.R. April } Passage.

MARSEILLES and LONDON { MALTA ..... 18th April. } See Special  
Capt. C. H. S. Tocque ..... Noon. } Advertisement

MARSEILLES, LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID..... { PERA ..... About 26th } Freight only.  
Capt. W. W. Cooke, R.N.R. April }

For Further Particulars, apply to

F. I. ABBOTT,  
Acting Superintendent.

Hongkong, 11th April, 1908. [7]

## Intimations.

### LANE, CRAWFORD & CO.

FINEST GROUND

## COFFEE

IN 1lb. TINS.

ROASTED & GROUND ON OUR  
PREMISES.

We Guarantee the Absolute Purity of our  
Coffee which contains Genuine MOCHA  
and JAVA Beans only.

FRESH GROUND DAILY.

LANE, CRAWFORD & CO. [38]

CHAMPAGNES, HOCKS & MOSELLES,  
SHERRIES, BRANDIES,  
MARSALES, GINS,  
MADEIRAS, WHISKIES,  
PORTS, VERMOUTHS,  
CLARETS, BITTERS,  
BURGUNDIES, LIQUEURS,  
ALES, BEERS & STOUTS.

Telephone No. 75.  
CALDBECK, MACGREGOR & CO.,  
WINE AND SPIRIT MERCHANTS,  
15, Queen's Road Central.  
Hongkong, 11th April, 1908. [40]

THE CITY OF PARIS,  
PARISIAN DRESSMAKERS AND COURT MILLINERS,  
2, PEDDER STREET, MADAME FLINT, MANAGERESS.

Just Unpacked from Paris ex s.s. "Tonkin"

A LARGE LOT OF  
NEW SPRING GOODS. [41]

## CHAMPAGNE.

G. H. MUMM & CO.

THE MOST POPULAR WINE

Can be had in the following qualities:  
EXTRA DRY (Gout American).  
BRUT (Cordon Rouge).

Sales in the United States exceed the total of  
all other Brands.

Served in all Clubs and First-class Hotels,  
and obtainable at all Wine Merchants in the  
Colony, and from Shewan, Tomes & Co., sole  
agents. [42]

## Shipping—Steamers

### HONGKONG, CANTON, MACAO

AND

## WEST RIVER STEAMERS.

HAVE YOU DECIDED WHERE  
YOU ARE GOING FOR YOUR  
EASTER HOLIDAYS?

This is a good opportunity of visiting CANTON,  
CHEAP RETURN TICKETS available from Thursday, the 16th, to Monday, the 20th  
instant. FIRST CLASS RETURN FARE \$10.  
Only Returned Tickets sold at this Reduced Price.

## SPECIAL CHEAP EXCURSIONS TO MACAO.

On EASTER SUNDAY, the Company's S.S. "HEUNGSHAN" will depart from the  
COMPANY'S WHARF at 9 A.M. Returning from Macao at 5 P.M.  
A Military Band will play selections of Music during the Trip.  
Popular Excursion Rates as usual.

On EASTER MONDAY, the Company's S.S. "SU-I-AN" will depart from the Company's  
WING LOK STREET WHARF at 9 A.M. Returning from Macao at 5 P.M.  
Popular Excursion Rates as usual.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and  
from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer connects  
with the returning steamer from Macao.

## SPECIAL CHEAP ROUND TRIP From HONGKONG to WUCHOW via CANTON.

Return Tickets.....\$30 FIRST CLASS.  
S.S. "SAINAM" leaving Canton FRIDAY, 17th April.  
S.S. "NANNING" MONDAY, 20th  
The Trip from Hongkong takes five days and allows one day's stay both at Wuchow and  
at Canton.  
This is the Best Time in the year to see the West River.

Further particulars and Tickets may be obtained at the Office of the—  
HONGKONG, CANTON & MACAO STEAMBOAT CO.,  
HOTEL MANSIONS,  
or  
THOMAS, COOK & SONS  
DES VREUX ROAD. [6]

## Hotels.

### KOWLOON HOTEL,

HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation.  
The only First-class Hotel in Kowloon.  
Most Charming and Popular Resort in the  
Colony.  
Electric Lights, Fans and Call Bells.  
Bath Rooms attached to Each Room.

Unrivalled for Comfort and Cuisine.  
Thoroughly Up to Date with Every Modern  
Luxury.  
Billiards and Bowling Allevy.  
Moderate Terms and No Extras.  
Modern Management.

Telegraphic Address:  
"CHEF" HONGKONG.  
Telephone No. K4.  
O. E. OWEN,  
Proprietor. [4]

VICTORIA HOTEL, MACAO HOTEL,  
(TELEGRAMS—VICTORIA—SHAMEN), (TELEGRAMS—FARMER—MACAO).  
SHAMEN, CANTON, MACAO, CHINA,  
ON THE BRITISH CONFESSION, H. HAYNES,  
Manager.

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED  
EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND  
TOURISTS. WM. FARMER, PROPRIETOR.

HOTEL CRAIGIEBURN,  
PLUNKET'S GATE, THE PRINCE, near the TRAM TERMINUS TEL. 66.

For Terms, &c., apply to the  
MANAGER.

Hong Kong, 1st July, 1900.

## Hotels.

### HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

Hongkong, 21st June, 1907. A. F. DAVIES,  
Manager. [5]

### CONNAUGHT HOTEL,

HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL  
SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.  
STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.  
Bath to Every Room.  
Hot and Cold Water Throughout.  
Hotel Launch Meets all Steamers.  
Special Terms for Tourists and Parties or Families.

FOR TERMS APPLY TO—

THE MANAGER & AGENT











## Intimations.

**Wm. Powell, Ltd.,**  
**ALEXANDRA BUILDINGS.**

**Special Display of Blouses.**

**MUSLIN BLOUSES IN ENDLESS VARIETY.**

**Smart Models, Correct in Style, Perfect Fit.**

**WASHING BLOUSES, MUSLIN BLOUSES, LACE BLOUSES.**

**The House for Novelties.**

**W.M. POWELL, LTD.,**  
Des Voeux Road, and  
28, Queen's Road, HONGKONG.

Hongkong, 7th April, 1908.

## Intimations.

**FIRE INSURANCE ASSOCIATION OF HONGKONG.**  
NOTICE is hereby given that FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on GOOD FRIDAY and EASTER MONDAY, the 17th and 20th instant, respectively.  
By Order,  
A. R. LOWE, Secretary.  
Hongkong, 13th April, 1908. [418]

## BANK HOLIDAYS.

IN accordance with the provisions of Ordinance No. 6 of 1875 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on GOOD FRIDAY and EASTER MONDAY, the 17th and 20th inst.  
Hongkong, 10th April, 1908. [408]



## ON H.M. SERVICE.

**WANTED.**  
ASSISTANT DRAUGHTSMAN, an experienced, quick, neat tracer.  
Apply to—  
THE CHIEF CONSTRUCTOR,  
H.M. Naval Yard.  
Hongkong, 13th April, 1908. [412]

## MUSIC LESSON.

LESSONS in Violin, Mandoline and Guitar at pupil's residence.  
Evening engagements for Dances, and Concerts.  
Apply to—  
E. J. LOPES,  
C/o Hongkong Telegraph Office.  
Hongkong, 9th March, 1908. [302]



## PUBLIC WORKS DEPARTMENT.

It is hereby notified that TENDERS will be received at the Colonial Secretary's Office until Noon of SATURDAY, the 30th May, 1908, for the purchase of the following PLANT which can be seen at the Government Works: Pumping Station, Yau-mai, Kowloon—  
A.—TWO SETS ENGINES AND PUMPS.  
Type: Triple Expansion Worthington duplex engines fitted to double acting pumps.  
Cylinders, 6' 9" x 14" 10" stroke.  
Condensers, surface.  
Pump, Capacity, 337 gallons per complete stroke.  
Pump Lift, 220 feet net.

B.—ONE BOILER.  
Type: Vertical Healey Field tube. Overall dimensions 8' 6" high by 4' 7" diameter Working Pressure, 90 lbs. per square inch.  
The whole complete, with copper steam pipes and brass fittings to be sold as they stand and to be removed by the purchaser.  
The plant will be sold either in one lot or in three lots—  
Lot 1.—Engine with condenser and pumps and delivery pipes up to and including the non-return valve and the supporting pillar. No section pipes are included.  
Lot 2.—Engine with condenser and pumps as above.  
Lot 3.—Boiler together with down-take pipe to boiler house floor, all mountings complete. Also a donkey feed pump, feed tanks, and steam pipe up to the engine branches but not including them. For full particulars apply to the Public Works Department.  
The Government does not bind itself to accept the highest or any tender.  
W. CHATHAM,  
Director of Public Works.  
Hongkong, 1st April, 1908. [402]

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Lot 1.—Engine with condenser and pumps and delivery pipes up to and including the non-return valve and the supporting pillar. No section pipes are included.  
Lot 2.—Engine with condenser and pumps as above.  
Lot 3.—Boiler together with down-take pipe to boiler house floor, all mountings complete. Also a donkey feed pump, feed tanks, and steam pipe up to the engine branches but not including them. For full particulars apply to the Public Works Department.  
The Government does not bind itself to accept the highest or any tender.  
W. CHATHAM,  
Director of Public Works.  
Hongkong, 1st April, 1908. [402]

It is hereby notified that TENDERS will be received at the Colonial Secretary's Office until Noon of SATURDAY, the 30th May, 1908, for the purchase of the following PLANT which can be seen at the Government Works: Pumping Station, Yau-mai, Kowloon—  
A.—TWO SETS ENGINES AND PUMPS.  
Type: Triple Expansion Worthington duplex engines fitted to double acting pumps.  
Cylinders, 6' 9" x 14" 10" stroke.  
Condensers, surface.  
Pump, Capacity, 337 gallons per complete stroke.  
Pump Lift, 220 feet net.

B.—ONE BOILER.  
Type: Vertical Healey Field tube. Overall dimensions 8' 6" high by 4' 7" diameter Working Pressure, 90 lbs. per square inch.  
The whole complete, with copper steam pipes and brass fittings to be sold as they stand and to be removed by the purchaser.  
The plant will be sold either in one lot or in three lots—  
Lot 1.—Engine with condenser and pumps and delivery pipes up to and including the non-return valve and the supporting pillar. No section pipes are included.  
Lot 2.—Engine with condenser and pumps as above.  
Lot 3.—Boiler together with down-take pipe to boiler house floor, all mountings complete. Also a donkey feed pump, feed tanks, and steam pipe up to the engine branches but not including them. For full particulars apply to the Public Works Department.  
The Government does not bind itself to accept the highest or any tender.  
W. CHATHAM,  
Director of Public Works.  
Hongkong, 1st April, 1908. [402]

## INTERPORT CRICKET.

## REFERENCES TO THE HONGKONG-SHANGHAI MATCH.

The annual meeting of the Shanghai Cricket Club took place at the Shanghai Club on 6th inst. The President (Mr. A. P. Wood) occupied the chair and was supported at the table by members of the Committee. There was a good attendance of members.

Alluding to the visit of the Shanghai team to Hongkong last year, the Chairman said:—The Club has received great assistance from the fine cricket played by Capt. Barrett, who finished the season with the splendid batting average of 84. With the return of W. H. Moule and V. H. Lanning, the Club should have a very strong eleven this year. The Committee were very pleased to be able to accept the invitation from the Hongkong Club to send a team down, but as it was always the case, considerable difficulty occurred to get a representative eleven, and although we were not able to send our best team, the thanks of the members of the Club are due to the gentlemen who went down and made such a good fight for victory, and although defeated, played a very good game, and I think the bowling of our young and promising cricketer, T. Main, calls for special mention. I also take this opportunity to thank our friends in Hongkong for their kind hospitality. Our team returned full of praise for all that had been done for them. I am quite sure Interport Matches keep up the interest in the game and greatly improve play all round, and hope to see a Hongkong team in Shanghai this season. I am sure we are all very much obliged to Mr. Walker, for having so successfully captained the Club during the season, and I think all will agree that having a permanent captain has many advantages over the old system of changing a Captain for each match. With regard to next year's fixtures, it would be well for the new Committee to call a meeting of the Secretaries of the different Clubs, including the representatives of the Volunteers, and arrange dates for important matches, so as not to clash with each other. New colours have been selected and ordered, and it is hoped the cloth will arrive next month. A pattern is now on the table.

As will be seen from the report, a great deal of interest has been taken in Tennis during the season, and I congratulate Curran and H. de Voss on the Interport match when they beat Hongkong both in the Singles and Doubles. The Chairman mentioned that a suggestion had been made to have a clock put up above the Club's pavilion at a cost of \$100.

Captain Barrett expressed himself in favour of the clock being put up. He said it was important that they should have an official clock. The absence of an official clock at an interport match in Hongkong in 1904 nearly resulted in a free fight. (Laughter).

Mr. Byrne: Will this clock be lit up at night? (Loud laughter).

The feeling of the meeting was in favour of having the clock put up.

## A BRITISH TRIUMPH.

## HUMBER EXPANSION AT COVENTRY.

Coventry is the last town in the country that the tourist, who goes there for medieval architecture and Lady Godiva picture-postcards, would consider a shining example of the benefits of "hustle." But its enterprise, like its ancient architecture, is difficult to beat. Yesterday (March 12) Humber, Limited, opened at Coventry the largest motor works in the world, NEVER DOWN-HEARTED.

Over and over again Coventry's staple industry has been ruined by a rival town here or on the Continent. Once it made silks. Its old houses still show the broad and long upper windows necessary for the home workers in that trade. That trade is all but finished.

"If you won't have ribbons, then I'll make your watches," said Coventry; and did make most of the watches worn in mixed crowds in those days. But the watches have stopped. So, undismayed, the town made cycles, and what once happened to the cycle trade is recent history; it was then that Humber, Limited, while bicycles were being pushed up-hill, as it were, foresaw that freak luxury of the rich, the motor-car, one day would be bought by everybody who could afford cigars or Chow dogs.

A YEAR'S WORK.  
In addition to its 75,000 bicycles, Humber, Limited, now turn out nearly 8,000 motor-cars annually. Last week (though this is the dead season) this firm (its chairman told a luncheon party yesterday at the works) had sales of motors exceeding by £3,000 a big week of a boom period two years ago. The average output is 150 cars and 1,500 bicycles weekly.

The reputation of Humber cycles for sound material and construction brought a great motor trade to Coventry in a short time, when all the world wanted cars. It was a common sight to see, perhaps, 40 Humber cars being completed in the streets of Coventry, pushed out there by fresh orders, through lack of accommodation at the works. The Mayor of Coventry, when he saw the town by-laws broken like that, thought of his lost silks and watches, and looked another way.

Now he may look instead with a clear conscience at the biggest and best-equipped cycle factory on which any town, anywhere, collects rates.

THE MOST MODERN MACHINERY.  
The new Humber works cover 131 acres, and employ 6,000 men. The buildings are nearly all of one storey, filled with the most modern machinery, and protected everywhere by all the means and appliances which a modern factory should possess to give health and security to its work-people; in addition, there are a mess-room, with kitchen and smoking, reading and recreation rooms.

The various departments, both in the cycle and motor works, are arranged on the time-saving plan of the natural stages of production.

The raw material is admitted at one place, takes shape as it passes from department to department, till midway you see something that reminds you of a motorcar; and that gradually grows more in its likeness, via innumerable testing shops, till, at the last stage there you see a garage with white parks of dark green (the standard Humber colour) cars.

EVERY PART TESTED.  
Each car has had every part tested singly, and then has been severely tried as a complete machine. It is polished and shining, as exact as a piece of jewelry, and as strong as a gun carriage, and ready to whisk you to the station. It is astonishing that these huge works are based solely on a demand for just excellent private and commercial cars at a fair price. Humber's build no expensive freaks. They devote all their inventive energies to making motors for popular use.

This policy is justified by the results. The firm's cars are imported into France, and even climb the high tariff wall of the United States. Not only every potentate in Europe—to say nothing of those of Asiatic and African countries—has a Humber car. There was a time when Great Britain was derided because it couldn't build motor-cars. Now it is British cars that all the world requires, from Bahia round by Fiji and Lake Chad to Rio.

## Intimations.

## JAPANESE MASSAGE, F. KAWASAKI.

## GRADUATE OF KOBE MASSAGE SCHOOL,

No. 36, PRAYA EAST, WANCHAI, HONGKONG, Telephone 564.

TERMS:  
SINGLE ENGAGEMENT (one hour)...\$ 2  
ONE WEEK ..... 10  
ONE MONTH ..... 30.

Attendance at Patients' Residence.  
Hongkong, 31st March, 1908. [379]

## THE CENTRA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(CAPITAL PAID UP ... \$1,250,000)

Loans on Mortgage of House Property, &c.  
Goods received on Storage.  
Advances made on Merchandise.  
Loans made on the Provident System.  
(Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Underwritten and Executed.  
SHEWAN, TOMES & CO., General Managers.  
Hongkong, 19th March, 1908. [48]

## PATENT BREWING COMPANY, MILWAUKEE.

## FRESH SUPPLIES ALWAYS KEPT IN STOCK BY

SIEMSEN & CO., Agents for HONGKONG & SOUTH CHINA.  
Hongkong, 29th July, 1907. [51]

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.  
W.M. PARLANE, Manager.  
Hongkong, 22nd June, 1908. [61]

## LEE YEE HAIR DRESSING SALOON.

HAS ALWAYS ON HAND CIGARS, CIGARETTES AND TOILET REQUISITES FOR SALE.

12, D'AGUIAR STREET, HONGKONG.  
Hongkong, 2nd September, 1907. [62]

## A BROKEN-DOWN SYSTEM.

This is a condition (or) a state of mind which distresses many people, but which few of them really understand. It is simply weakness—breakdown—of the vital forces that sustain the system. No matter what may be its causes (for they are almost numberless), its symptoms are much the same: the more prominent being sleeplessness, sense of oppression or weariness, depression of spirits and want of energy for all the ordinary affairs of life. Now, what is absolutely essential in all such cases is increased vitality—VITALITY—VITALITY—VITALITY.

THE NEW FRENCH REMEDY, THERAPION NO. 3, throws off these morbid feelings and experience proves that as night succeeds the day this may be more correctly secured by a course of THERAPION.

THE LAMP OF LIFE LIGHTED UP AFRESH, and a new radiance imparted in place of what had been a dim, smoky, and "died-up" and "valueless." This wonderful movement is purely vegetable and innocuous, is agreeable to the taste, suitable for all constitutions and conditions, either sex; and it is difficult to imagine a case of disease or derangement, whose main features are those of debility, that will not be speedily and permanently benefited by this new-falling recuperative action, which is destined to cast into oblivion everything that had preceded it, and the shattered health be restored.

THE THERAPION is sold by all Chemists, and without which it is a forgery. Sold by all Chemists. [63-C]

## Notice of Firm

**INTERNATIONAL SLEEPING CAR and EXPRESS TRAINS Co.**  
(THE GREAT TRANS-SIBIRIAN ROUTE TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

SHEWAN, TOMES & CO., Agents.  
Hongkong, 31st July, 1907. [47]

## To Let.

TO LET.  
A HOUSE in KNOTSFORD TERRACE, Kowloon.  
No. 3, CANTON VILLAS.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 1st April, 1908. [159]

TO LET.  
HOUSES in AUSTIN AVENUE, Kowloon, Immediate Possession.  
Apply to—  
A. RAYMOND,  
C/o S. J. David & Co.  
Hongkong, 23rd March, 1908. [177]

TO LET.  
CHAMBERS in No. 7, WYNDHAM STREET, late Hotel Baltimore, rent moderate.  
First Floor of No. 6, QUEEN'S ROAD, Central, containing 6 Rooms and Servants' Quarters.  
ONE ROOM with Verandah and a SMALL ROOM on the Second Floor of No. 8, DES VOEUX ROAD CENTRAL, above our office, suitable for Business Premises or Dwelling.  
Apply to—  
DAVID SASSOON & Co., Ltd.  
Hongkong, 6th April, 1908. [257]

TO LET.  
ONE FOUR-ROOMED HOUSE, at PRAYA EAST, near East Point.  
Apply to—  
JARDINE, MATHESON & Co., Ltd.  
Hongkong, 21st March, 1908. [338]

TO LET.  
OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, DES VOEUX ROAD CENTRAL (formerly occupied by Messrs. Shewan, Tomes & Co.)  
Apply to—  
THE COMPAGNIE DES MESSAGERIES MARITIMES, Jardine, Matheson & Co., Ltd., Consaught Road Central.  
Hongkong, 24th February, 1908. [188]

TO LET.  
HATHERLEIGH CONDUIT ROAD.  
OFFICES in YORK BUILDING.  
GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 16th, DES VOEUX ROAD next to the Hongkong Hotel.  
FLATS in MORETON TERRACE.  
OFFICES on TOP FLOOR, No. 13, CONNAUGHT ROAD, facing the Cricket Ground.  
No. 10, DES VOEUX ROAD CENTRAL, 1st Floor.  
HOUSES in WONG-NEI-CHONG ROAD.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 10th April, 1908. [160]

TO LET.  
4-ROOMED HOUSES in GAP ROAD near the Race Course within easy access to the Lower Level Tramway. Rent very moderate.  
FLATS for Europeans in WILD DELL BUILDINGS, No. 147, Wanchai Road.  
Apply to—  
PERCY SMITH & SETH.  
Hongkong, 16th December, 1907. [77]

TO LET.  
NOS. 4 and 8, LEIGHTON HILL ROAD.  
Apply to—  
HONGKONG AND KOWLOON LAND AND LOAN CO., LTD., No. 8, Queen's Road West.  
Hongkong, 30th March, 1908. [126]

TO LET.  
THE PUBLIC are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than Two CENTS (20c) per Single Copy.  
THE MANAGER,  
Hongkong Telegraph Co., Ltd.  
Hongkong 10th September, 1906. [64]

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THE PUBLIC are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than Two CENTS (20c) per Single Copy.  
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Hongkong 10th September, 1906. [64]



## Intimations.

A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S  
E  
VERY OLD LIQUEUR  
SCOTCH  
WHISKYA Blend of the Finest Pure Malt  
Whiskies distilled in ScotlandGENUINE AGE  
AND  
FINE MELLOW  
FLAVOUR.

Per Case - - - \$16.50

Watson's

D. SHERRY  
SUPERIOR PALE DRY.

Per Dozen - - - \$19.50

A VERY FINE WINE, POPULAR  
THROUGHOUT THE FAR EAST.A. S. WATSON & CO.,  
LIMITED,  
ALEXANDRA BUILDINGS,  
Hongkong, 7th April, 1908.THE CENTRAL STORES, LD.  
SHANGHAI.ISSUE OF T.S. 250,000 8 PER CENT  
DEBENTURES.

DIRECTORS:

G. I. SHERKLEY, Esq., Chairman.  
A. R. MORRISON, Esq.  
J. H. TRENKLE, Esq.

SECRETARY:

M. J. NATHAN, Esq.

THE Directors of the Central Stores, Ltd., are prepared to receive applications for T.S. 250,000 8 per cent debentures terminable in ten years from the 30th day of June 1908, but redeemable by the Company in 5 years from that date or at any time after such 5 years on giving 6 calendar months' previous notice in writing. These debentures are issued by the Company in pursuance of a resolution passed by them at a Meeting held at the Company's offices on the 3rd day of April, 1908. With the sum raised is intended to pay off all the existing outstanding debentures of the Company of T.S. 100,000 issued in favour of the Hongkong & Shanghai Banking Corporation and to employ the balance in the expense of completing the building and fittings of the Palace Hotel, the Bund, Shanghai. The present issue of T.S. 250,000 will rank as a first charge on the said property of the Company held on a lease to the Company for a term of 48 years and 9 months are still unexpired including the buildings and a floating charge on the other property and undertaking of the Company as carried on upon the said premises and will be secured by a deed of Trust and mortgage to be hereafter executed being a first mortgage of the said leasehold property buildings and undertaking of the Company to Messrs. Alexander McLeod and Duncan McNeil as Trustees for the Debenture holders. The present issue of debentures will be at par in sums of T.S. 1,000, T.S. 500 and T.S. 100 as may suit the convenience of applicants. They will bear interest at the rate of 8 per cent per annum and will rank among themselves pari passu.

The first instalment of interest calculated from the day of payment will be paid on the 30th day of June, 1908 and thereafter half-yearly on the 30th day of June and the 31st day of December. Applications should be filled in and sent to the Company's Bankers the Hongkong & Shanghai Banking Corporation accompanied by the amount of the debentures applied for.

Applications will be received up to the 31st day of May, 1908 and will be dealt with on that day and should any such debentures remain unapplied for, subsequent allotments thereof will be made and carry interest from the date of issue. Bankers' receipts to the applicant will be issued for the amount of his debentures and exchanged for debentures, if an allotment is made. Forms of application can be obtained at the office of the Company or at the Hongkong & Shanghai Banking Corporation and the Deed of Trust and form of Debenture can be seen at the office of Messrs. Stokes, Platt & Teedale, the Company's Solicitors.

By Order of the Directors,  
M. J. NATHAN,  
Secretary.

Shanghai, 4th April, 1908.

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, APRIL 15, 1908.

## CHINESE TRAITORS.

News was published some days ago of the discovery of a conspiracy which had been formed among Chinese subordinate officials to sell national secrets to outside Powers. The parties involved were caught at their traitorous work, but whether they managed to dispose of any information of value had not been disclosed. It seems that the head centre of the movement was a political spy named Kao Esh-chia who is the son of the late territorial Tao-tai at Paoing, Kiao Ching-shan, and also the son-in-law of the retired Grand Secretary of State, Wang Wen-shao, while he himself is an expectant prefect of a province. A couple of years ago Kao organized a society for selling important information to foreigners in Peking in conjunction with Tso Ying, telegraph translator to H.E. Yuan Shih-kai and Chung Hiao, one of the deputies employed in the Ministry of the Interior, and Tao and Ku, operators in the Peking office of the Imperial Chinese Telegraph Administration. Kao had also the assistance of the chief boy of the telegraph office in the Waiwupu, who stole slips from the Morse instruments every night for his information. The results of this leakage were to place China in more than one awkward position. It has been stated that Kao received 12,000 taels for his labours, but well-advised correspondents put the figure much higher. According to information published in the North, H.E. Yuan Shih-kai was informed of Kao's actions in February last, when several confidential officials and detectives were sent out to make friends with the chief spy. After several weeks' hard work, these officials got the secrets of Kao and his accomplices for the information of H.E. Yuan, who at once proceeded to see the General Commandant of the nine cities about their arrest. The Chinese soldiers first captured Ku and Tao in the Imperial Chinese Telegraph Office, from whom they got all the information necessary to arrest Kao, Tso and Chung. Among these five spies, only Tso, H.E. Yuan's telegraph translator, obtained information beforehand and succeeded in escaping. In order to avoid the terrible tortures of Chinese criminal courts in dealing with cases like this, the prisoners confessed everything when they were brought before T.E. Yuan Shih-kai, Na Tung and Liang Tun-yen on the 20th ultimo. Kao and Chung were sentenced to imprisonment for life in Hli with hard labour, while Tao and Ku have been sent down to Tientsin to serve their sentence of ten years' imprisonment in the Criminal Industrial Institution. Tao and Ku are quite young fellows of not more than twenty years of age and they wept bitterly every day after their arrest at having been misled by others for the sake of a small sum of money. Neither of them got more than about \$200 during the last few months. They were chiefly employed in copying the slips of the Morse instruments stolen from the telegraph office. The head boy of this office is still at large, and the Chinese authorities have offered big rewards for his arrest and that of Tso. With the object of preventing similar occurrences in future, Prince Ching and H.E. Yuan Shih-kai have issued instructions to their subordinates in the Waiwupu and the Chung-chieh that all important telegrams, and documents must be handled personally by the Deputy Vice-Presidents and Deputy Assistant Vice-Presidents instead of being entrusted to their subordinate officials, while special rules have been drawn up by the Yuchuanpu, for the government of clerks-in-charge, operators and others in the various telegraph offices throughout China against the divulging of information. It is stated that the Directors of the Imperial Chinese and the Waiwupu Telegraph Offices will probably lose their posts for their grave negligence.

## LOCAL AND GENERAL.

CAPTAIN H. C. MOUTRIE, R.G.A., passed in colloquial Hindustani at an examination held in this Command on the 11th instant.

THE Japanese Minister of War has issued an instruction prohibiting military officers in active service from attending race meetings.

THE Superintendent of the Great Northern Telegraph Co., Ltd., advises that, as there is only one landline returned to Tokyo and Yokohama telegrams exchanged with those places are subject to delay. Complete restoration is not expected before 3 or 4 days.

AFTER an absence of many months Captain Kelle appears in "The Godown" clothed in his old armour of nonsense and armed with the sharp weapons of sarcasm that he always uses remorselessly to attack all whom he considers to be greater impostors than himself. Kelle is not a strategist, and he wastes no time in manoeuvring; but as an example of frontal attack (the campaign entered upon by the present number of the *spasmoidic journal*) is a complete success, and, without being taken too seriously, may be appreciated, perhaps, not least by his victims.—N. C. D. News.

ACCORDING to an official investigation, the serious Japanese shipping disasters reported last year show a total of 42 steamers lost or damaged, the tonnage aggregating over 50,000. Most of the disasters were due to stranding on submerged rocks, collisions, fires, etc., coming next.

FOR blowing his whistle, contrary to regulations, the master of Naval Yard steam launch 151 was fined \$10 at the Marine Court, this morning. The Chief Constructor stated that the launch was under his control and that it was necessary to blow the whistle in order to call the men to work. The Court, however, refused to accept this standpoint, and delivered judgment in the terms mentioned.

MESSRS. Jacks and Co., of Glasshouse-street, have reproduced an excellent photograph of the dinner of the Hongkong and Shanghai Bank recently held at the Treaders. Even faces at a distance from the lens came out well, and on the whole company in general there is less of that often strained look that appears as a result of the bright light under which these flashlight photographs necessarily have to be taken.

It is reported from Wuhat that several hundred men, who are natives of Kiangsi engaged in the carrying of cargoes of porcelain, made an attack upon the Police Station there. Several police officers were wounded and captured. The cause of the outrage is unknown, but it is probable that there was first a collision between one of the junk crews and the police, which created bad feeling owing to the arrest of some of the crew in question, and that an effort was made to rescue them by the other crew.

A CHINAMAN, whose name could not be obtained by the police, about fifty-six years of age, residing at 46, Centre Street, West Point, met his death yesterday morning under the most tragic circumstances. It appears that the coolie, who was in the employ of a joss stick maker, was carrying a tin full of joss stick powder to the roof of the building to be dried. When half way up the staircase he slipped and fell backwards, a distance of some twenty feet, fracturing the base of his skull. Death was instantaneous. His remains were picked up by the police and removed to the Morgue for identification.

THE Wai Wu-pu and the foreign Ministers in Peking have been engaged lately in the discussion of several highly important questions in connection with the right of foreigners to own land in the Settlements at the various Treaty Ports, and it is credibly reported that one of the incidental points decided acquiesces in the right of the Chinese authorities to redeem whatever land may be required for railways or other public undertakings in the foreign Settlements, and acquire a complete title thereto. Viceroy and Governors in all the provinces have therefore been instructed by the Wai Wu-pu to beir this important fact in mind.

THE *Chim Cetic* (Tieching), of 6th inst., says—Yesterday at noon, a large number of Tientsin residents, friends of Mr. and Mrs. Edkins (Waterfield and Swire) assembled on the bund to say good-bye to them and see them off by the S.S. *Kueichow*, on board of which steamer they have left for Hongkong. Mr. Edkins having been transferred to that port. Funerals of Chinese coolies were fired as the steamer cast off her moorings. A number of those present then went on board the new tug-boat, *the Taku*, and Lighter Co., and gave three cheers, with a tiger, for the *Kueichow* passed down. Both Mr. and Mrs. Edkins will be much missed in the social life of this port.

To those who came to see about 7 o'clock last evening from the various ships in the harbour, to enjoy the entertainments provided in the Colony, a performance at the Canton wharves was certainly conducive to good humour for the spectators who were fortunate enough to have witnessed it. Wong Kam, a cook on the S.S. *Shan On*, came ashore from his ship and having with him a suspicious package was accosted by an excise officer, who demanded to know the contents of the package. There was a flash of arm, and in the blue glimmer of the dock's lights the spectators saw a true exemplification of *justice*. The protector of the law, in the shape of Sergeant Burney, and the alleged transgressor entered into a short argument, however, and the latter was taken to the Central Police Station. At the Police Court, this morning, the pugilistic cook was fined \$3 for his behaviour.

HIS Excellency, Tuan-Fang, on completing his trip on the North German Lloyd steamship *Prins Regent Luitpold*, from China to Europe, made the following entry in the guest book of the captain of the steamer—"My feet have been over the whole world, but my heart knows no fear, neither of the wind nor of the waves, like Wang-Yu-Ching, of the fairy tales. We passed volcanoes (Vesuvius), and the Red Sea that bears its name unjustly, for the waves did not move; without motion, our vessel rolled over them. On board of the steamer I write this on the 28th day of the fifth month of the year Ping-ling of the Emperor Kuang-hsu, I, the undersigned, Tuan-Fang, Governor-General of the Provinces of Fukien and Chekiang. At Naples I boarded the steamer of the North German Lloyd *Prins Regent Luitpold*. Her captain has been very courteous to me during the whole trip. Even the winds and the waves he guided to that I entirely forgot the fact that I was on a voyage across the great sea; therefore, the prize belongs to the *Prins Regent Luitpold*, of the North German Lloyd, above all other ocean steamers. All the vessels of the North German Lloyd have also a worldwide reputation, as the inhabitants of all the five continents embark upon them. I am moved thus to record my thanks to the captain of this steamer."—N. D. L. Bulletin.

## The Late Mr. A. H. Rennie.

## AN UNKNOWN LETTER.

## LATEST PARTICULARS OF THE TRAGEDY.

Special efforts were made by the staff of the *Hongkong Telegraph* last evening to obtain full particulars with respect to the lamentable death of Mr. A. H. Rennie. There is practically nothing to add to the strange facts, which we published at a late hour last night. Every single word of those facts has been confirmed, and as we are in a position to know is incorporated in the police official report. As a matter of fact, the statement was made this forenoon to one of our representatives that the report with which we presented our readers yesterday was absolutely correct in every detail. We need not linger any longer upon such a distressing subject which has shocked the community, but we would only say that the motive, which caused the impulse, has yet to be discovered.

All sorts and conditions of people in Hongkong were amazed last evening at the fact that a man, occupying the commercial position of Mr. A. H. Rennie, should have come by his death in such an extraordinary fashion. While the news shocked people last night, calmer thoughts prevailed to-day and endeavours were made to elucidate the mystery of the tragedy. Nothing, however, has been discovered which would account for the action of Mr. Rennie, and in many circles his death has caused sad remembrances.

Many wondered last night what was contained within the casket which was found attached to the deceased gentleman.

We trust we are not giving any secrets away when we state that Mr. Rennie left behind him an important letter which was to be delivered to one very near and dear to him. That letter was entrusted to one of the most prominent and respected members of the commercial community of Hongkong to deliver.

One thing was noteworthy to-day that all and sundry regretted the loss of one who promised to be the pioneer in what His Excellency the Governor called "The Industrial Institutions of Hongkong." There is no doubt that he was a commanding personality—not merely in the commercial but in the social life of the Colony. He was also one who, while he respected himself, respected others. And he will be regretted, particularly as a man, who endeavoured to do his best for the trade interests of the Colony.

## THE FUNERAL.

The funeral of Mr. A. H. Rennie took place this afternoon to Happy Valley. Few believed that the ceremony would take place at such an early date and few had recovered from the excitement engendered by what had occurred. The funeral was of a strictly private character. So quietly were the arrangements completed that only a very few of the personal friends of the deceased knew at what hour the last sad ceremony was to take place. Many and repeated were the inquiries made to ascertain the hour fixed for the funeral, but in every case the inquiring friends met with the response that it would place "some time to-day." This circumstance explains the fact of the smallness in the number of personal friends present. Had the hour of the funeral been publicly announced there could be no denying that those who pay their last tribute of respect to the memory of the deceased gentleman would have been thoroughly representative of the commercial community of Hongkong.

His Excellency the Governor had, we are officially notified, intended to be present in person, but a meeting of the Executive Council and another important meeting which followed immediately afterwards, precluded his attendance. There was no time for His Excellency to make other arrangements, but he was represented by Capt. Flemming, A.D.C.

A small number of deceased's most intimate friends waited at the Monument. The hearse arrived at half past four o'clock. The principal mourners were Sir Paul Chater, C.M.G., and Mr. H. N. Mody.

At the graveside there were present:—Capt. Flemming, A.D.C., representing H.E. the Governor, Mr. Paul Chater, Mr. H. N. Mody, Sir Henry B. Mervely, M.P.s, G. Liebert, Consul for France, Hon. Mr. W. Rees Davies, Hon. Mr. Wei Yuk, Messrs. Ho Fook, J. C. Peter, G. C. C. Master, W. R. McD. Parr, B. Layton, A. R. Lowe, H. Percy Smith, Arathipon Seih, G. Hasings, Harold Seih, H. F. Chard, G. P. Lummet, W. L. W. Wesser, L. Benfauogne, Dr. J. H. Sanders and several Chinese gentlemen.

The services were read by Rev. R. P. Johnson, officiating clergyman, at the conclusion of which the remains, enclosed in a casket of English oak, were lowered into the grave. On the plate on the coffin was inscribed:—

Alfred Herbert Rennie,

Age 51 years.

Died, 14th April, 1908.

Among the many beautiful wreaths (not were those from Sir Paul Chater, Mr. H. N. Mody, R. Yoneda, Mr. and Mrs. Wesser, Mr. and Mrs. Ho Tung, Mr. Ho Fook, Mr. and Mrs. Tang Lau Koi, Mr. and Mrs. Wei Yuk, Mr. G. P. Lummet, Office Boy A. Cheong, Mr. and Mrs. Li Wai Lum, Mr. Au Young Kit, Mr. James, Dr. J. W. Noble, Mr. C. E. Warren, Mr. B. L. A. Howard, Mr. Wm. Lysaght, Mr. Leung Shiu Kong, Mr. S. A. Ahmed, Mr. and Mrs. B. Layton, Mr. Tak Cheong, Capt. W. Dooner, Commodore R. H. F. Stokes, Dr. Ho Nai Hop, Mr. Kwan Kai, Dr. and Mrs. F. O. Siedman, Office Staff Hongkong Milling Co., Mr. Harold Seih, Capt. and Mrs. Godfrey Wall, Hongkong Milling Co., Jack Bay Saff, Mr. and Mrs. J. C. Peter, From the Servants who say, "He was always so kind," Mr. and Mrs. G. C. Master, Dr. and Mrs. Jordan, Messrs. Corroll, Broth, Mr. H. R. Chard, Mr. Lam Ping Woon, Mr. G. P. Lummet, Mr. Cheong, Mr. and Mrs. N. A. Seib, Mr. Leung Shiu-kong, Mr. Sam

Ajak, Mr. G. S. Crulckshank, Mr. and Mrs. A. Seih, Mr. and Mrs. H. I. Black, Mr. Yee Kee, and Messrs. Arnold Karberg & Co.

The following communication has been sent to us for publication:—"We are requested to state that no notice of the hour fixed for the funeral of the late Mr. A. H. Rennie having been received either Government House or the Colonial Secretary's Office till just before a meeting which the Governor had convened for the consideration of the Public Health and Buildings, Bill and at which the Colonial Secretary, the Director of Public Works, the Hon. Dr. Ho Kai and Messrs. A. Turner, A. H. Ough and A. I. son were present, His Excellency was unable to postpone the meeting to attend the funeral."

## CANTON DAY BY DAY.

## VICEROY CHANG HONOURED.

[From Our Own Correspondent.]

Canton, 13th April, 1908.  
H.E. Viceroy Chang Jen Chun has received from the Emperor three honorific scrolls inscribed with the characters Fu (福), Cheng (成), Shou (壽)—one on each. On the 12th instant His Excellency hung up these scrolls in the Viceregal quarters. According to custom all his subordinates have called on him to offer him congratulations on the occasion.

CHEAP RICE.  
Yesterday the four markets in connection with the Cheap Rice Disposal Bureau were opened for the distribution of rice. The Kwangchow Prefect, accompanied by the two district magistrates of Nanhai and Panyu, made an inspection of these sheds. The Rice Bureau has issued over four thousand tickets to the poorer classes of the people for admission to these sheds, to buy rice.

PROPOSED SHIPPING COMPANY.  
The office of the Canton Shipping Company was opened yesterday, at Foo Shin street, west, for the registration of shares. About a thousand dollars of subscription money were collected.

CANTON-HANKOW RAILWAY.  
The directors of the Canton-Hankow Railway Company are of the opinion that the Nine Charitable Institutions, the Canton Chamber of Commerce and the 77 Guilds Association should undertake to collect the second call of subscription at \$1.50 a share for the Company, as they were the promoters of the Company, and the first call was collected by them. A mass meeting of shareholders of the Company has been arranged by the board of directors, to take place on the 15th day of the 5th moon to discuss certain matters.

ADMIRAL LI CHUN.  
H.E. Admiral Li Chun left here on the 11th instant for the Hoqua Tigris, where His Excellency took over the seal of office as Acting Admiral of the province of Kwangtung on the following day.

NEW PROVINCIAL EXAMINER.  
The Canton Shan Hou Chu has received a telegram from Shanghai informing the Chu that the Canton Province Examiner-designate, Tseng Shen Tung, has left Peking to proceed to the Southern Capital to take up his new appointment. This new official is expected to arrive at Canton about the end of this month.

RAILWAY DIRECTORS' REMUNERATION.  
The directors of the Canton-Hankow Railway Company held a meeting at the Company's offices yesterday when it was unanimously decided that the president of the Company should receive remuneration at the rate of taels 1,600 + 400 a month; the vice-president 700 + 300, and the other directors of the Company taels 300 + 200 each. At the meeting it was decided to request Mr. Lo Po Shun to take up his appointment as vice-president some time this month; he was appointed to the position several months ago, but has not yet assumed the duties of the office.

GOVERNMENT MUNITIONS.  
A quantity of arms and ammunition—2,000 revolvers, 500 Mauser rifles, and 200,000 cartridges—which were ordered, through the firm of Messrs. Arnold Karberg & Co., by the Canton Shan Hou Chu for the use of the different forces of the province, has now arrived and the department has applied to the Viceroy for permission to land the munitions.

NEW MAGISTRATES.  
The newly-appointed Tanyu Magistrate, Mr. Chou, will take over the seal of office tomorrow, and the newly-appointed Nanhai Magistrate, Mr. Cheung, will take over the seal of office on the 28th instant.

CONTRABAND MUNITIONS.  
By order of the Viceroy the two Commodores Yau and Lin hurriedly proceeded to Sha Kok yesterday. It is learnt that these two officers were despatched on a special mission to effect the seizure of some arms and ammunition. It is supposed that an attempt will be made to smuggle the munitions into the interior by robbers.

PROVINCIAL SELF-GOVERNMENT.  
The Kwangchow Prefect proposed to open a school in connection with the Canton Self-Government Society and to admit 120 students into the school to go through a course of studies for a term of six months with the view of the early introduction of a self-government system in the province.

"NATIONAL DISGRACE" MEETING.  
On the 10th instant, there was a National Disgrace Meeting held in the Shum-Chun village, in the Nanhai district, and on the following day a similar meeting was held in the neighbouring village called Kuo Shui. There were large attendances at both meetings. It is reported that the people of the Welchow Prefecture have also held meetings there with the same object.

THE CANTON VICEROYALTY.  
A Peking telegram states that a rumour is current in the Capital to the effect that H.E. Yang See Hsiang, present Viceroy of the province of Chih, will be probably appointed to be Viceroy of the Liang Kwang provinces in succession to H. E. Chang Jen Chun.

## The Japanese Boycott.

## PLACARDS IN THE CHINESE QUARTERS.

## DESTROYED BY THE POLICE.

The emissaries of the organization to boycott Japanese trade appear to pursue their mission with unabated zeal and there are evidences that, the recent gentle warning to the Chinese editors as to the manner of their reports should be treated in the columns of their journals has stimulated energy in other directions to punctuate native feelings in the matter of the boycott. At an early hour this morning the police on patrol duties in Queen's Road discovered some placards posted up on the walls of prominent buildings in the native quarters of the city. The placards measured some twenty inches by thirty. The injunctions to the Chinese populace displayed on the sheets were in writing and not printed. An exact translation of the posters could not be obtained, but we understand their purport, briefly, was to advise the Chinese to pursue the boycott against the Japanese.

As soon as the placards were observed the police authorities had them torn down and destroyed, one copy being retained by the detective department for translation.

## JAPANESE BANK NOTES.

Our first report last week that Japanese bank notes issued by a Northern agency would not be handled by money-changers in the Colony, has now to be amplified by the report of the determination on the part of Chinese money-changers not to encash the notes of Japanese Banks to matter what the place of origin may be.

## CHINA IN DIPLOMACY.

Says the *Seattle Post-Intelligencer*: China, not having exactly the point of vantage in the controversy with Japan over the seizure of the *Tatsu* at Macao, but bulwarked, in a measure, by certain principles of conceded merit and validity, has played the game of diplomacy with consummate skill, and if Japan's face is saved in this wholly unfriendly sparring match, it will be by a narrow margin.

Japan's reiterated demand was categorical. It was for the immediate release of the *Tatsu*, damages, and an apology for hauling down the Japanese flag. Primarily, the demand rested upon the assumption that the vessel was seized by China in Portuguese waters. If this assumption had been correct, the issue would not have admitted, perhaps, of parleying, or reference to arbitration, or of any of the several other modes of procedure proposed by China.

But China, it seems, was shrewd enough to take a nautical reckoning at the time of the seizure, and hence, in proposing peaceful adjustment, after apology for hauling down the Japanese flag, which was an admitted wrong due to the excitement and possible danger of misunderstanding at the moment, the Peking government was on reasonably safe ground.

This fuller statement, officially vouched by China, ought to open the way for a fair and friendly settlement of the issue. It would be a mistake for China and Japan to go to war at this time. Some more opportune season should be selected for settling whatever differences may now exist between the two governments. War might be extremely hurtful to both China and Japan in the present state of the world.

## MURDER AT KOWLOON CITY.

## UNKNOWN CHINAMAN FOUND DEAD ON THE ROADSIDE.

Shortly after noon yesterday, an unknown Chinaman, about thirty years of age, having the appearance of a coolie, was found dead, with his head crushed in, on the road between Sham-shui-po and Kowloon City. The circumstances surrounding the finding of the body suggested to the police that a "hold up" had taken place on the road, and that the unfortunate man was a victim of a band of robbers. The body was found by the Kowloon City police and removed to the morgue. The police are investigating the matter.

## OPIUM ON S.S. "DEWAWONGSE"

## CAPT. BRUHN'S APPEAL ALLOWED.

The *Singapore Free Press* prints the following London telegram dated 4th April:—The Judicial Committee of the Privy Council has allowed the appeal of Capt. Bruhn of the steamer *Dewawongse* against the judgment of the Supreme Court of the Straits Settlements, delivered on the 10th of December, concerning the importation of opium.

[Messrs. Drew and Napier were able to communicate this satisfactory news to Messrs. Behn Meyer and Co. on Friday.

Capt. Bruhn was convicted in July last year of importing 325 taels of chandu from Swatow and fined \$2,000. He appealed on the ground that it did not appear who placed the chandu on board, and it was unjust to fine the master of a ship if chandu was carried without his knowledge. The Court of Appeal upheld the conviction, and said that the master was liable for any opium or chandu found on board his ship.

We pointed out at the time the danger of this decision as placing a premium on "planting" opium on board a ship in China, wiring down the place of concealment, and getting a conviction with a heavy fine "half of which may go to the informer."

AOMORI certainly seems to get more than its full share of fire, flood, and famine. The heavy rain which fell on the night of the 30th ultimo, combined with the mild temperature, caused the snow to thaw on the hills in the neighbourhood of that city, and all the rivers were speedily swelled to an alarming extent. The Iwaki River rising 16 feet above the normal level. In Aomori city about 300 houses were flooded, 150 being immersed above the floor. The City Office had to render relief, supplying food to the sufferers.



## Telegrams.

## "HONGKONG TELEGRAPH" SERVICE.

## THE OPIUM CAMPAIGN.

## INSTRUCTIONS TO CHINESE MINISTERS.

(By courtesy of the "Sheung Po.")

Peking, 14th April.

The Waiwupu has telegraphed to the Chinese Ministers accredited to foreign countries instructing them that, if any members of their suites are addicted to the opium habit, they should be allowed, at a certain time to rid themselves of the vice.

## THE PRESS LAW.

ENFORCEMENT AT SHANGHAI.

(By courtesy of the "Sheung Po.")

Peking, 14th April, 1908.

As there are more Chinese newspapers published at Shanghai than in any other city in the Empire, it is proposed, in the first instance, to enforce the Press Regulations promulgated by the Board of Civil Affairs at that port.

Special telegrams have been despatched to Viceroy Tuan Fang directing His Excellency to inform the editors of the Chinese papers at Shanghai that the operation of the Press law will be brought into effect forthwith.

## SHANGHAI POLICEMAN'S CASE.

## HEARING RE-OPENED.

(From Our Own Correspondent.)

Shanghai, 15th April, 1908.

The hearing was begun in Court to-day, as to whether the action of the Consul in case of the ex-policeman Bookless, who brought an action against the Municipal Council claiming 10,000 taels damages for wrongful dismissal was properly adjudicated.

## The New Cabinet.

London, 13th April.

Sir Henry Fowler retains the office of Chancellor of the Duchy of Lancaster, Lord Tweedmouth is President of the Council, Lord Crew, Secretary of State for the Colonies, Mr. Lloyd-George, Chancellor of the Exchequer, Mr. McKenna, First Lord of the Admiralty, Mr. Runciman, Board of Education, and Col. Sedley, Under Secretary of State for the Colonies.

## Large Fire Near Boston.

A fire at Chelsea, a manufacturing suburb of Boston, has swept a square mile, and still continues burning.

## Sir Henry Campbell-Bannerman.

The condition of Sir Henry Campbell-Bannerman shows no improvement. He is very weak.

## Prince Von Buelow in Italy.

Prince von Buelow has visited Signor Tittoni in Rome.

## The Boston Fire.

The fire in the suburbs of Boston has been controlled, but it has destroyed some of the finest public buildings and historic churches.

Damage to the factories is estimated at from 7,000,000 to 10,000,000. Ten thousand are homeless.

## The Marriage of the Duc d'Abruzzi.

It is positively affirmed in Rome that the King has consented to the marriage of the Duc d'Abruzzi with Miss Elkins, who becomes an Italian Royal Princess.

## The Tibetan Negotiations.

The Chinese Commissioner continues to drag the Tibetan negotiations in Calcutta, in spite of the British impatience and anxiety. The Tibetan Associates are about to return home.

Signor Tittoni returned Prince von Buelow's visit and the two conferred for 80 minutes.

It is generally understood that Italy's policy in Macedonia preoccupies Austria and Germany.

## SHIPPING AND MAILS.

## MAILS DIV.

Indian (Catherine Apter) 20th inst.  
American (Manchuria) 21st inst.  
German (Prins Elfil Friedrich) 21st inst.  
German (Prins Elfil Friedrich) 21st inst.

The Ager Co's s.s. Catherine Apter from Calcutta left Singapore yesterday afternoon, and may be expected here on 21st inst.

The Ager Co's s.s. Japan, from Yokohama and Kobe, left Melbourne this morning, and may be expected here on 10th inst. at daylight.

The I.C.S. N. Co's s.s. Kuirang left Calcutta for this port via the Straits on 9th inst., and may be expected here on 26th inst.

The I.C.S. N. Co's s.s. Onrang left Calcutta for this port via the Straits on 11th inst., and may be expected here on 29th inst.

## The Mukden Brawl.

THE AMERICAN CONSUL AND THE JAPANESE.

Peking, April 9.

Particulars of the Japanese assault on the American Consulate at Mukden reveal the incident as more of an indication of the disorderly character of Japanese at Mukden than as a deliberate attack, actuated by international motives.

A Japanese postman, carrying the mail for the American Consulate, chose to enter from the adjoining compound through a private barred gate, instead of going round, as is usual, to the public entrance. The Chinese Consular messenger opposed the postman's entrance. Whereupon he was promptly attacked by the postman. Alarmed by the noise of the quarrel, which was immediately on the door of the Consular office, Mr. D. Straight, the American Consul, rushed out and after some difficulty separated the combatants, and led the postman back through the neighbouring compound, which is occupied by some lama priests, and showed him the proper entrance.

## A GENERAL MEELE.

Ten minutes later, the postman, with four other Japanese, returned to the main gate of the Consulate, forced an entrance, and, catching sight of the office coolie who had opposed his initial entrance, the postman pursued him into the inner court, occupied as a residence by the Consul, and broke into the Consul's bedroom. Here, unable to catch the messenger, who ran yelling to inform the Consul, the Japanese intruders struck the other coolie and dragged him by his queue to the gate. One of the Japanese assailants bit the Chinese coolie in the face.

The Consul, brought from his office by the cries, ran across his residence court, arriving in time to meet the bitten coolie, as he was being dragged out of the gate by his hair. It was a scene of riot. Three other Consular servants had been assaulted, and dragged outside, where they were held by their pigtails by one Japanese while two other Japanese jumped upon them.

The messenger and the gate man, reinforced by three other consular servants who had arrived upon the scene with sticks, and several members of the Chinese police tuning up, the Consul, with their assistance, separated the combatants, and lodged the postman with three other Japanese in the gate house, where they were held under guard while the Japanese police were summoned.

## THE JAPANESE CONSUL'S REPLY.

The latter not appearing, and the crowd about the gate beginning to grow, the Consul, armed with a revolver, put his four prisoners into two Chinese carts and conveyed them under police escort to the Japanese Consulate, where he handed them over to Mr. Kato, the Consul-General.

The American Consul personally gave a full account of the assault as here reported, insisting that trespass upon a Consulate with a foreign flag and assaulting and dragging a foreign Consul's servants into the highway could not be regarded as a light matter.

In the afternoon of the same day, an extraordinary note was received from the Japanese Consul, stating that the account of the prisoners differed from that of Mr. Straight, and requesting from the latter a written statement with a map of the American Consular premises. There was no word of apology or regret, an unprecedented piece of disregard of consular courtesy.

The American Consul promptly declined to balance his statements against the verbal declaration of Japanese coolies, and emphasized again the enormity of the offence. To this note Mr. Kato replied by sending a clerk to draw a map, making a brief résumé of the Consul's statements.

## AWAITING SETTLEMENT.

It is to be hoped that an amicable settlement has been reached between the Consular representatives at Mukden. In itself the incident is negligible of mere local importance, although when taken in connection with other events of a similar nature it is hardly to be regarded as a coincidence. The broad significance of the affair will only lie in the diplomatic attitude assumed by the Japanese. According to the latest advices adequate reparation, or some step towards it, seems to have been taken by the Japanese because no official communication has been received in Peking. — N. C. D. News.

## THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory.  
On the 15th at 11.35 a.m.—The barometer has risen slightly on the S.E. coast of China; and fallen a little over Tongking.

Pressure is high over the Yellow Sea, and low over Tongking and the N.W. part of the China Sea.

Strong N.E. winds may be expected in the Formosa Channel, and strong E. winds along the northern shores of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.05 inches.

## FORECAST.

1.—Hongkong and Neighbourhood, E. winds, strong to a moderate gale; quality rainy.  
2.—Formosa Channel, N.E. winds, strong.  
3.—South coast of China between Hongkong and Lamock, same as No. 1.  
4.—South coast of China between Hongkong and Hainan, same as No. 1.

RAJAH SINGH was yesterday a watchman in the employ of the Hongkong and Whampoa Dock Company, Limited. To-day, he figured in the dock at the Police Court, charged with sleeping at his post. Mr. Isaac Turner, the head watchman, was the complainant. He found Rajah fast asleep on a stool last night instead of going his rounds. The unfortunate, or rather the sleepy Rajah had to pay \$10 for his snooze. Mr. J. H. Kemp convicted him.

## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

## MOTOR CARS.

To the Editor of the "Hongkong Telegraph."  
Dear Sir,—I beg to request that you will be so good as to allow a little space to insert the following in your valuable paper for the interest of the public.

At about 5.30 p.m. on the 14th instant, I was walking in Des Vaux Road, going westward to the market and as far as I got to Victoria Street, I saw a Motor Car, seated 2 gentlemen, coming eastward in Des Vaux Road, steering right up Victoria Street with full speed. People might think that something must have been happening, but fortunately there was none as far as I could see, and the car turned to the west in Queen's Road, going west and again down Des Vaux Road, coming back by the same way to the East. For what reason this machine cutting round this traffic place is unknown. For fun? You must think that this time was the busiest time round the market here, and the most traffic part in the town. Should there be anything happened or any one hurt, it was too late to complain of. Could not the Police do anything, to stop this? Perhaps the Law Authorities can, if they send some one out to view the object, which occurs every day, though it may not be in the same spot. This sport of pleasure by reckless using a machine, is dangerous, indeed, to the Public, during business hours in this Colony.

Thanking you in advance—Yours etc.,  
PUBLIC.

Hongkong, 15th April, 1908.

[The above is reproduced textually as received from the anonymous correspondent.—Ed. H. K. T.]

## TWO-POWER NAVAL STANDARD.

IMPORTANT STATEMENT BY MR. ASQUITH.

Whatever other effect the statement which Mr. Asquith made yesterday (March 10) early in the debate of the Navy Estimates in the Commons may have eventually, it is certain that it had the immediate effect of emptying the House directly the statement was finished, and of depriving the subsequent debate of much of the interest that might otherwise have attached to it. Mr. Balfour invited the statement of the Chancellor of the Exchequer, and the question and answer were of such a nature as to suggest that Mr. Balfour had obtained on the previous day from making party capital out of the German Emperor's letter incident because a sort of understanding that the Government would make a reassuring announcement on the two-standard power of the navy. However that may be, this is what happened—Mr. Balfour rose directly the House went into committee on the vote for £7,129,700 for the pay of the service, saying that he had, in question, and one only, which he wished to put there and there to the Government, and it was this—whether in the later months of 1911 there would not be 13 ships of the Dreadnought and Invincible type belonging to Germany and only 12 belonging to Great Britain, it being assumed in the first place that the dates for building were adhered to and that the German statutory shipbuilding programme was fulfilled and that the rates of shipbuilding in Germany and Great Britain respectively were, as was asserted by the German Minister of Marine, practically identical. The Government would be doing a great service to the public who were deeply interested in these naval programmes, if they could give a clearer answer than it was possible the previous night.

## THE TWO-POWER STANDARD.

Mr. Asquith replied at once, and, as usual, he avoided anything sensational in style. Important as was his statement, it was in a quiet, accessible and conversational style that he replied that he thought there was no difference between the two sides of the House on two points—that we must maintain the unassailable supremacy of this country at sea, and that the two-power standard was a practical and workable standard. The question put by the right hon. gentleman was confined entirely to vessels of the "Dreadnought" and "Invincible" class. The right hon. gentleman had assumed that by the autumn of 1911 Germany would be, or might be, in possession of 13 ships of this class. Of course that was based upon two preliminary hypotheses: the first was that the whole of the German programme as now laid down was carried out to the letter, and secondly that the German rate of construction would be such that one of these vessels could be built within 30 months from the date it was laid down. He was not going to discuss whether these two hypotheses were or were not well founded. There was very grave reason to doubt they would. Let them assume, however, that they would.

## PREPARED FOR EMERGENCIES.

Turning to the British side of the question, by January, 1911, we should be in possession of 12 of these ships. That assumed that nothing was done next year in new construction, or that the vessels were laid down at such a date that they could not be built by December, 1911. The right hon. gentleman continued: "Without forecasting next year's programme, I say, without the faintest hesitation, that if we find there is by that time a reasonable probability of the German programme being carried out according to the figures suggest, we should feel it our duty to provide, not only for a sufficient number of ships, but such a date for laying down these ships that by the end of 1911 the superiority of the Germans would not be an actual fact. I hope that is quite explicit. That is the policy of his Majesty's Government, and remains on record, and I think it ought to reassure any doubting minds in any quarter of the House that we do not intend in this matter to be left behind." There was a loud burst of cheering when Mr. Asquith had finished this short but emphatic declaration of Government policy and then most of the members present selected their hats and escaped from the House to talk things over in the Lobby.

## To-day's Advertisements

## THE EDISON KINETOSCOPE,

37, QUEEN'S ROAD CENTRAL.

CONTINUOUS PERFORMANCE EVERY DAY.

FROM 2 TO 6, AND 7 TO 11 P.M.

PROGRAMME ONE HOUR—DIVISION AT ANY TIME.

Prices 20 cts, 30 cts, and 40 cts. Children half price.

ENTIRE CHANGE OF PROGRAMME EVERY WEEK.

Hongkong, 15th April, 1908.

## NOTICE.

MR. SIDNEY MICHAEL is authorised to Sign the Name of our Firm, per Procuration, from this date.

J. R. MICHAEL & Co.,  
Hongkong, 15th April, 1908.

"SHIRE" LINE OF STEAMERS, LTD.  
FOR LONDON, ANTWERP AND HAMBURG.

## THE Steamship

"DENBIGHSHIRE"  
will be despatched for the above Ports, on or about the 15th May, 1908.

For Freight or Passage, apply to  
SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 15th April, 1908.

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co's Steamer

## "OECANA."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

## This vessel brings on Cargo—

From London, &c., ex S.S. India.  
From Persian Gulf, ex B.I.S.N. and R. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 2nd inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

F. J. ABBOTT,  
Acting Superintendent.

Hongkong, 15th April, 1908.

## THE YARN-LUTHERY SCHEME.

According to a report received by the Japan Cotton Spinners' Association in Osaka, says the Japan Chronicle, no steps have yet been taken by the Shanghai Municipal authorities against the issue of prize tickets entailing purchases of Japanese yarn to participate in a lottery. The Shanghai authorities, it is stated, misunderstood the scheme, the terms *Reikin Ken* being mistranslated, and they have now perceived their error. Mr. Nagasaki, Japanese Consul-General, declares that the issue of the tickets is not a violation of regulations, as no money is offered as prizes. One of the Osaka papers from which we take this information adds that the Department of Agriculture and Commerce has withdrawn the protest made against the scheme.

## THE SCHEME MODIFIED.

In connection with the attempted encouragement of the export of cotton yarn to China, it is announced that the scheme of issuing "lottery tickets" on each bale of yarn has been modified, and that, instead of prizes being offered, coupons will be issued for complimentary presents to be given by the Japanese Spinners' Union. The definite result of the prize system will not be known until the drawing of lots on July 2, but indications show that the scheme would not be fully successful. Meanwhile, the proposed cutting down of the production is incompatible with the above plan. Nevertheless, it is problematical what is actually the best means for the alleviation of the existing difficulty. Meanwhile, the Japanese spinners explain that in carrying out the prize system they do not aim at competing with Indian yarn. It is further admitted that they can afford to co-operate with Indian mills for the operation of the prize system, if the latter desire so. They only aim at competition with Chinese "hand yarn." — N. C. D. News.

## THE SLUMP IN THE MARKET.

Contracts for forward delivery between spinning companies and Osaka yarn merchants were all settled at the end of last month, and little business is doing in Osaka for forward delivery, while merchants are eager to dispose of their stocks. They are therefore buying very little, taking no more than about 300 bales in one transaction. On Wednesday, the 1st instant, the share market showed a further decline, and the yarn market was affected, quotations for June delivery, which were opened on Wednesday, closing at ¥102.30, the lowest price on record. The closing quotations on the Osaka Yarn Exchange on Wednesday are compared with the closing rates on the previous day as follows:—

	Wednesday.	Tuesday.
April delivery	¥104.55	¥106.15
May delivery	103.90	105.60
June delivery	102.95	

The new Motor Fire King for the Shanghai Brigade arrived at Shanghai on the *Brucina* last early last week, and on Wednesday (8th inst.) was taken to the Fire Brigade workshops to be prepared for service.

## THE "SHIRE" LINE OF STEAMERS, LIMITED.

## NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, AND STRAITS.

## THE Steamship

"DENBIGHSHIRE,"  
Captain Haff, having arrived from the above ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, 21st inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 15th April, 1908.

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co's Steamer

"JAPAN,"  
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 19th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

F. J. ABBOTT,  
Acting Superintendent.

Hongkong, 15th April, 1908.

## A DRAVE RESCUE AT SEA.

## H.A.L. "SAMBIA'S" CREW

A correspondent sends to the N. C. D. News the following story of an exciting rescue at sea.—On the morning of April 8 at the H.A.L. *Sambia* was approaching the mouth of the Yangtze, the wreck of a large Chinese fishing junk was sighted on the starboard bow. The *Sambia* was breaking heavily over the wreck which was almost entirely submerged, only a little of the fore part remaining above the water. To this fifteen Chinese were clinging. They had a bit of a distress signal flying and the crew of the *Sambia* could hear faint cries for help. A life-boat was at once lowered away with great difficulty as a heavy chopping sea was running; but when she reached the wreck it was found impossible to get alongside of her owing to the amount of broken beams, etc., floating about her. After repeated efforts a heaving line was thrown across the wreck and at the end of an hour and a half's labour the fifteen Chinese were all drawn safely into the life-boat. The Chinese were so exhausted that they had to be hoisted on board the *Sambia* where hot drinks, food and dry clothes presently restored them to a better condition. According to their story they had been five days out from Shanghai and had been wrecked at 3 o'clock, on the morning of their rescue, since when they had only been able with the utmost exertion to cling to the remnant of their junk which was continually breaking up in the beating of the waves. The men were carried to Shanghai where the rescue was reported at the German Consulate.

## COMMERCIAL.

## TODAY'S EXCHANGE.

## Selling.

London—Bank T.T.	110 1/2
Do. demand	105 1/2
Do. 4 months' sight	105 1/2
France—Bank T.T.	233
America—Bank T.T.	23 1/2
Germany—Bank T.T.	18 1/2
India T.T.	140 1/2
Do. demand	140 1/2
Hongkong—Bank T.T.	74 1/2
Singapore—Bank T.T.	74 1/2
Yan—Bank T.T.	112
Do. demand	112
Do. 4 months' sight	110 1/2
Do. 6 months' sight	110 1/2
Do. 9 months' sight	110 1/2
Do. 12 months' sight	110 1/2
Do. 18 months' sight	110 1/2
Do. 24 months' sight	110 1/2
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Do. 42 months' sight	110 1/2
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Do. 2154 months' sight	110 1/2
Do. 2160 months' sight	110 1/2
Do. 2166 months' sight	110 1/2
Do. 2172 months' sight	110 1/2
Do. 2178 months' sight	110 1/2
Do. 2184 months' sight	110 1/2
Do. 2190 months' sight	110 1/2
Do. 2196 months' sight	110 1/2
Do. 2202 months' sight	110 1/2
Do. 2208 months' sight	110 1/2
Do. 2214 months' sight	110 1/2
Do. 2220 months' sight	110 1/2
Do. 2226 months' sight	110 1/2
Do. 2232 months' sight	110 1/2
Do. 2238 months' sight	110 1/2
Do. 2244 months' sight	110 1/2
Do. 2250 months' sight	110 1/2
Do. 2256 months' sight	110 1/2
Do. 2262 months' sight	110 1/2
Do. 2268 months' sight	110 1/2
Do. 2274 months' sight	110 1/2
Do. 2280 months' sight	110 1/2
Do. 2286 months' sight	110 1/2
Do. 2292 months' sight	110 1/2
Do. 2298 months' sight	110 1/2
Do. 2304 months' sight	110 1/2
Do. 2310 months' sight	110 1/2
Do. 2316 months' sight	110 1/2
Do. 2322 months' sight	110 1/2
Do. 2328 months' sight	110 1/2
Do. 2334 months' sight	110 1/2
Do. 2340 months' sight	110 1/2
Do. 2346 months' sight	110 1/2
Do. 2352 months' sight	110 1/2
Do. 2358 months' sight	110 1/2
Do. 2364 months' sight	110 1/2



## Telegrams.

## "HONGKONG TELEGRAPH" SERVICE.

## THE OPIUM CAMPAIGN.

## INSTRUCTIONS TO CHINESE MINISTERS.

[By courtesy of the "Sheung Po."]

Peking, 14th April.  
The Waiwupu has telegraphed to the Chinese Ministers accredited to foreign countries instructing them that, if any members of their suites are addicted to the opium habit, they should be allowed a certain time to rid themselves of the vice.

## THE PRESS LAW.

ENFORCEMENT AT SHANGHAI.

[By courtesy of the "Sheung Po."]

Peking, 14th April, 1908.  
There are more Chinese newspapers published at Shanghai than in any other in the Empire. It is proposed, in the instance, to enforce the new Press Regulations promulgated by the Board of Affairs at that point.  
Special telegrams have been despatched to the editors of the Chinese Press at Shanghai that the operation of Press law will be brought into effect with.

## SHANGHAI POLICEMAN'S CASH.

## HEARING RE-OPENED.

[From Our Own Correspondent.]

Shanghai, 15th April, 2.35 p.m.  
The hearing was begun in Court to-day whether the action of the Consul in the case of the ex-policeman "Bookless," who had been dismissed from the Municipal Police, claiming 10,000 taels damages for wrongful dismissal was properly adjudicated.

## [Reuter's.]

## The New Cabinet.

London, 13th April.  
Henry Fowler retains the office of Secretary of the Duchy of Lancaster, Lord Dunsford is President of the Council, Mr. Lloyd-George, Chancellor of the Exchequer, Mr. McKenna, First Lord of the Admiralty, Mr. Runciman, Board of Education, and Mr. Seely, Under Secretary of State for the Colonies.

## Large Fire Near Boston.

At Chelsea, a manufacturing suburb of Boston, has swept a square mile, and still rages burning.

Henry Campbell-Bannerman, the condition of Sir Henry Campbell-Bannerman shows no improvement.

## Giovanni Von Buslow in Italy.

Giovanni Von Buslow has visited Signor Tittoni in Rome.

## The Boston Fire.

The fire in the suburbs of Boston has been controlled, but it has destroyed some of the finest public buildings, and historic churches.

Damage to the factories is estimated at 7,000,000 to 10,000,000. Ten thousand are homeless.

## Marriage of the Duc d'Abruzzi.

The marriage of the Duc d'Abruzzi is positively affirmed in Rome that the Duke has consented to the marriage of the Duc d'Abruzzi with Miss Elkins, who becomes an Italian Royal Princess.

## The Tibetan Negotiations.

The Chinese Commissioner continues to the Tibetan negotiations in Calcutta, in the face of the British impatience and anxiety. The Tibetan Associates are about to return.

## Mr. Tittoni returned Prince von Buelow.

Mr. Tittoni returned Prince von Buelow to visit and the two conferred for 30 minutes.

## Italy's policy in Macedonia.

It is generally understood that Italy's policy in Macedonia pre-occupies Austria-Germany.

## SHIPPING AND MAILS.

## MAILS DEPART.

Indian (Catharine) 20th inst.  
Maurice (Manchuria) 21st inst.  
German (Prinz Blücher) 21st inst.  
German (Prinz Wilhelm) 21st inst.

## The Apcar Co's S.S. Catharine.

The Apcar Co's S.S. Catharine, from Yokohama (Kobe, Japan) this morning, and may be expected here on 20th inst.

## The C.S. N. Co's S.S. Kaitang.

The C.S. N. Co's S.S. Kaitang, from Calcutta, for this port via the Straits on 20th inst.

## The C.S. N. Co's S.S. Onang.

The C.S. N. Co's S.S. Onang, from Calcutta, for this port via the Straits on 20th inst.

## The Mukden Brawl.

THE AMERICAN CONSUL AND THE JAPANESE.

Peking, April 9.  
Particulars of the Japanese assault on the American Consulate at Mukden reveal the incident as more of an indication of the disorderly character of Japanese at Mukden than as a deliberate attack, actuated by international motives.

A Japanese postman, carrying the mail for the American Consulate, chose to enter from the adjoining compound through a private barred gate, instead of going round, as is usual, to the public entrance. The Chinese Consular messenger opposed the postman's entrance. Whereupon he was promptly attacked by the postman. Alarmed by the noise of the quarrel, which was immediately outside the Consular office, Mr. D. Straight, the American Consul, rushed out and after some difficulty separated the combatants, and led the postman back through the neighbouring compound, which is occupied by some lama priests, and showed him the proper entrance.

## A GENERAL MEETING.

Ten minutes later, the postman, with four other Japanese, returned to the main gate of the Consulate, forced an entrance and, catching sight of the office coolie who had opposed his initial entrance, the postman pursued him into the inner court, occupied as a residence by the Consul, and broke into the Consul's bedroom. Here, unable to catch the messenger, who ran yelling to inform the Consul, the Japanese intruders struck the other coolie and dragged him by his queue to the gate. One of the Japanese assailants bit the Chinese coolie in the face.

The Consul, brought from his office by the cries, ran across his residence court, arriving in time to meet the bitten coolie as he was being dragged out of the gate by his hair. It was a scene of riot. Three other Consul servants had been assaulted, and dragged outside, where they were held by their pigtails by one Japanese while two others jumped upon them.

The messenger and the gate man, reinforced by three other Consul servants who had arrived upon the scene with sticks, and several members of the Chinese police turned up, the Consul, with their assistance, repulsed the combatants, and lodged the postman with three other Japanese in the gate house, where they were held under guard while the Japanese police were summoned.

## THE JAPANESE CONSUL'S REPLY.

The latter not appearing, and the crowd about the gate beginning to grow, the Consul, armed with a revolver, put his four prisoners into two Chinese carts and conveyed them under police escort to the Japanese Consulate, where he handed them over to Mr. Kato, the Consul-General.

The American Consul personally gave a full account of the assault as here reported, insisting that trespass upon a Consulate with a foreign flag and assaulting and dragging a foreign Consul's servants into the highway could not be regarded as a light matter.

In the afternoon of the same day, an extraordinary note was received from the Japanese Consul, stating that the account of the prisoners differed from that of Mr. Straight, and requesting from the latter a written statement with a map of the American Consular premises. There was no word of apology or regret, an unprecedented piece of disregard of consular courtesy.

The American Consul promptly declined to balance his statements against the verbal declaration of Japanese coolies; and emphasized again the enormity of the offence. To this note Mr. Kato replied by sending a clerk to draw a map, making a brief résumé of the Consul's statements.

## AWAITING SETTLEMENT.

It is to be hoped that an amicable settlement has been reached between the Consular representatives at Mukden. In itself the incident is a necessary of mere local importance, although when taken in connection with other events of a similar nature it is hardly to be regarded as a coincidence. The broader significance of the affair will only lie in the diplomatic attitude assumed by the Japanese. According to the latest advice, adequate reparation, or some step towards it, seems to have been taken by the Japanese because no official communication has been received. In Peking, N. C. D. News.

## THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—  
On the 15th at 11.35 a.m.—The barometer has risen slightly on the S.E. coast of China, and fallen a little over Hongkong.

Pressure is high over the Yellow Sea, and low over Hongkong and the N.W. part of the China Sea.

Strong N.E. winds may be expected in the Formosa Channel, and strong E. winds along the northern shores of the China Sea.

Hongkong Rainfall for the 21 hours ending 11 a.m. to-day, 0.06 inches.

## FORECAST.

1.—Hongkong and Neighbourhood, E. winds, strong to a moderate gale; equally rainy.

2.—Formosa Channel, N.E. winds, strong.

3.—South coast of China between Hongkong and Lanchow, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

RAJAH SINGH was yesterday a watchman in the employ of the Hongkong and Whampoa Dock Company, Limited. To-day he figured in the dock at the Police Court, charged with sleeping at his post. Mr. Isaac Turner, the watchman, was the complainant. He found Rajah fast asleep on a bench last night, instead of going his rounds. The unfortunate Rajah was fined 10/- for neglect of duty, or rather the sleepy Rajah was to pay 10/- for his nap. Mr. J. H. Kemp presided.

## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

## MOTOR CARS.

To the Editor of the "Hongkong Telegraph."  
Dear Sir,—I beg to request that you will be so good as to allow a little space to insert the following in your valuable paper for the interest of the public.

At about 5.7 p.m. on the 14th instant, I was walking in Des Voeux Road, going westward to the market and as far as I got to Victoria Street, I saw a Motor Car, seated 2 gentlemen, coming eastward in Des Voeux Road, steering right up Victoria Street with full speed. People might think that something must have happened, but fortunately there was none as far as I could see, and the car turned to the west in Queen's Road, going west and again down Des Voeux Road, coming back by the same way to the East. For what reason this machine curving round this traffic place is unknown. For fun? You must think that this time was the busiest time round the market here, and the most traffic part in the town. Should there be anything happened or any one hurt, it was too late to complain of. Could not the Police do anything to stop this? Perhaps the Law Authorities can, if they send some one out to view the object, which occurs every day, though it may not be in the same spot. This sport of pleasure, by reckless using a machine, is dangerous, indeed, to the Public, during business hours in this Colony.

Thanking you in advance—Yours etc.,

Hongkong, 15th April, 1908.

[The above is reproduced textually as received from the anonymous correspondent.—Ed., H. K. T.]

## TWO-POWER NAVAL STANDARD.

IMPORTANT STATEMENT BY MR. ASQUITH.

Whatever other effect the statement which Mr. Asquith made yesterday (March 10) early in the debate on the Navy Estimates in the Commons may have eventually, it is certain that it had the immediate effect of emptying the House directly the statement was finished, and of depriving the subsequent debate of much of the interest that might otherwise have attached to it. Mr. Balfour invited the statement of the Chancellor of the Exchequer, and the question and answer were of such a nature as to suggest that Mr. Balfour had abstained on the previous day from making party capital out of the German Emperor's letter incident because a sort of understanding that the Government would make a reassuring announcement on the two-standard power of the navy. However that may be, this is what happened—Mr. Balfour rose directly the House went into committee on the vote for £7,129,700 for the pay of the fleet, saying that he had a question, and one only, which he wished to put then and there to the Government, and it was this—whether in the later months of 1911 there would not be 13 ships of the Dreadnought and Invincible type belonging to Germany and only 13 belonging to Great Britain, it being assumed in the first place that the dates for building were adhered to and that the German statutory shipbuilding programme was fulfilled and that the rates of shipbuilding in Germany and Great Britain respectively were, as was asserted by the German Minister of Marine, practically identical. The Government would be doing a great service to the public who were deeply interested in these naval programmes, if they could give a clearer answer than was possible the previous night.

## THE TWO-POWER STANDARD.

Mr. Asquith replied at once, and, as usual, he avoided anything sensational in style. Important as was his statement, it was in a quiet, unobtrusive and conversational style that he replied that he thought there was no difference between the two sides of the House on two points:—that we must maintain the unassailable supremacy of this country at sea, and that the two-power standard was a practical and workable standard. The question put by the right hon. gentleman was confined entirely to vessels of the "Dreadnought" and "Invincible" class. The right hon. gentleman had assumed that by the autumn of 1911 Germany would be, or might be, in possession of 13 ships of this class. Of course that was based upon two preliminary hypotheses: the first was that the whole of the German programme as now laid down was carried out to the letter, and secondly that the German rate of construction would be such that one of these vessels could be built within 30 months from the date it was laid down. He was not going to discuss whether these two hypotheses were or were not well founded. There was very grave reason to doubt they would. Let them assume, however, that they would.

## PREPARED FOR EMERGENCIES.

Turning to the British side of the question, by January, 1911, we should be in possession of 12 of these ships. That assumed that nothing was done next year in new construction, or that the vessels were laid down at such a date that they could not be built by December, 1911. The right hon. gentleman continued: "Without forecasting next year's programme, I say, without the faintest hesitation, that if we find there is by that time a reasonable probability of the German programme being carried out according to the figures given, we should feel it our duty to provide, not only for a sufficient number of ships, but such a date for laying down these ships that by the end of 1911 the superiority of the Germans would not be an actual fact. I hope that is quite explicit. That is the policy of His Majesty's Government, and remains on record, and I think it ought to reassure any doubting minds. In any quarter of the House that we do not intend to let the matter be left behind. There was a loud burst of cheering when Mr. Asquith had finished this short but emphatic declaration of Government policy, and the most of the members present said their hats and escaped from the House to talk things over in the Lobby."

## To-day's Advertisements.

## THE EDISON KINETOSCOPE.

37, QUEEN'S ROAD CENTRAL.

CONTINUOUS PERFORMANCE EVERY DAY.

FROM 2 TO 6, AND 7 TO 11 P.M.

PROGRAMME ONE HOUR—DIVISION AT ANY TIME.

Prices 20 cts., 30 cts. and 40 cts. Children half price.

ENTIRE CHANGE OF PROGRAMME EVERY WEEK.

## NOTICE.

M. R. SIDNEY MICHAEL is authorised to Sign the Name of our Firm, per Procuration, from this date.

J. R. MICHAEL &amp; Co.

Hongkong, 15th April, 1908. [433]

"SHIRE" LINE OF STEAMERS, LTD.  
FOR LONDON, ANTWERP AND HAMBURG.

THE Steamship.

"DENBIGHSHIRE"

will be despatched for the above Ports, on or about the 15th May, 1908.

For Freight or Passage, apply to

SHEWAN, TOMES &amp; Co., Agents.

Hongkong, 15th April, 1908. [426]

NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co's Steamer.

"OCEANA"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &amp;c., ex S.S. India.

From Persian Gulf, ex B.I.S.N. and B. &amp; P.S.N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 22nd inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

F. J. ABBOTT,

Acting Superintendent.

Hongkong, 15th April, 1908. [7]

## THE YARN LOTTERY SCHEME.

NO OFFICIAL INTERFERENCE IN SHANGHAI.

According to a report received by the Japan Cotton Spinners' Association in Osaka, says the Japan Chronicle, no steps have yet been taken by the Shanghai Municipal authorities against the issue of prize tickets entitling purchasers of Japanese yarn to participate in a lottery. The Shanghai authorities, it is stated, misunderstood the scheme, the terms *lottery* being misinterpreted, and they have now perceived their error. Mr. Nagasaki, Japanese Consul-General, declares that the issue of the tickets is not a violation of regulations, as no money is offered as prizes. One of the Osaka papers from which we take this information adds that the Department of Agriculture and Commerce has withdrawn the protest made against the scheme.

## THE SCHEME MODIFIED.

In connection with the attempted encouragement of the export of cotton yarn (to China), it is announced that the scheme of issuing "lottery-tickets" on each bale of yarn has been modified, and that, instead of prizes being offered, coupons will be issued for complimentary presents to be given by the Japanese Spinners' Union. The definite result of the prize system will not be known until the drawing of lots on July 2, but indications show that the scheme would not be fully successful. Meanwhile, the proposed cutting down of the production is incompatible with the above plan. Nevertheless, it is problematical what is actually the best means for the alleviation of the existing difficulty. Meanwhile, the Japanese spinners explain that to carrying out the prize system they do not aim at competing with Indian yarn. It is further admitted that they can afford to co-operate with Indian mills for the operation of the prize system, if the latter desire so. They only aim at competition with Chinese "hand yarn."—N. C. D. News.

## THE SLUMP IN THE MARKET.

Contracts for forward delivery between spinning companies and Osaka yarn merchants were all settled at the end of last month, and little business is doing in Osaka for forward delivery, while merchants are eager to dispose of their stocks. They are therefore buying very little, taking no more than about 300 bales in one transaction. On Wednesday, the 1st instant, the share market showed a further decline, and the yarn market was affected, quotations for June delivery, which were opened on Wednesday, closing at ¥102.50, the lowest price on record. The closing quotations on the Osaka Yarn Exchange on Wednesday are compared with the closing rates on the previous day as follows:—

	Wednesday.	Tuesday.
April delivery	¥104.50	¥106.50
May delivery	103.00	105.00
June delivery	102.50	104.00

The new Motor Fire King for the Shanghai Brigade arrived at Shanghai on the 14th inst. and was taken to the Fire Brigade workshop to be prepared for service.

## A BRAVE RESCUE AT SEA.

H.A.L. "SAMBIA'S" CREW.

A correspondent sends to the N. C. D. News the following story of an exciting rescue at sea:—On the morning of April 8 as the H.A. S. *Sambia* was approaching the month of the Yangtze, the wreck of a large Chinese fishing junk sighted on the starboard bow. The *Sambia* was approaching the wreck which was almost entirely submerged, only a little of the fore part remaining above the water. To this fifteen Chinese were clinging. They had a bit of a distress signal flying and the crew of the *Sambia* could hear faint cries for help. A life-boat was at once lowered away with great difficulty as a heavy chopping sea was running, but when she reached the wreck it was found impossible to get alongside of her owing to the amount of broken beams, etc., floating about her. After repeated efforts a heaving line was thrown across the wreck and at the end of an hour and a half labour the fifteen Chinese were all drawn safely into the life-boat. The Chinese were so exhausted that they had to be hoisted on board the *Sambia* where hot drinks, food and dry clothes presently restored them to a better condition. According to their story they had been five days out from Shanghai and had been wrecked at 3 o'clock on the morning of their rescue, since when they had only been able with the utmost exertion to cling to the remnant of their junk which was constantly breaking up in the beating of the waves. The men were carried to Shanghai where the rescue was reported at the German Consulate.

## COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 1/10 1/10

Do. demand 1/10 1/10

Do. 4 months sight 1/10 9/16

France—Bank T.T. 1/33

America—Bank T.T. 45 1/2

Germany—Bank T.T. 1.80 1/2

India T.T. 140 1/2

Do. demand 140 1/2

Bangkok—Bank T.T. 74 1/2

Singapore—Bank T.T. 74 1/2

Japan—Bank T.T. 91

Yokohama—Bank T.T. 123

Buying.

1 month sight L/C 1/10 11/16

3 months sight L/C 1/10 15/16

6 months sight L/C 1/10 15/16

10 months sight L/C 1/10 15/16

12 months sight L/C 1/10 15/16

18 months sight L/C 1/10 15/16

24 months sight L/C 1/10 15/16

## Intimations.



THE ROBINSON PIANO CO., LTD.

CO., LTD.

AGENTS

FOR THE

FAMOUS

"VICTOR"

TALKING

MACHINES.

A comprehensive stock

OF

MACHINES &amp; RECORDS.



Hongkong, 17th February, 1908.

## PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 9.30 a.m. Every 15 minutes.

9.30 a.m. to 11.00 a.m. Every 15 minutes.

11.00 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 15 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 15 minutes.

2.15 p.m. to 2.45 p.m. Every 15 minutes.

2.45 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 3.30 p.m. Every 15 minutes.

3.30 p.m. to 4.00 p.m. Every 15 minutes.

4.00 p.m. to 4.30 p.m. Every 15 minutes.

4.30 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 5.30 p.m. Every 15 minutes.

5.30 p.m. to 6.00 p.m. Every 15 minutes.

6.00 p.m. to 6.30 p.m. Every 15 minutes.

6.30 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 7.30 p.m. Every 15 minutes.

7.30 p.m. to 8.00 p.m. Every 15 minutes.

8.00 p.m. to 8.30 p.m. Every 15 minutes.

8.30 p.m. to 9.00 p.m. Every 15 minutes.

9.00 p.m. to 9.30 p.m. Every 15 minutes.

9.30 p.m. to 10.00 p.m. Every 15 minutes.

10.00 p.m. to 10.30 p.m. Every 15 minutes.

10.30 p.m. to 11.00 p.m. Every 15 minutes.

11.00 p.m. to 11.30 p.m. Every 15 minutes.

11.30 p.m. to 12.00 p.m. Every 15 minutes.

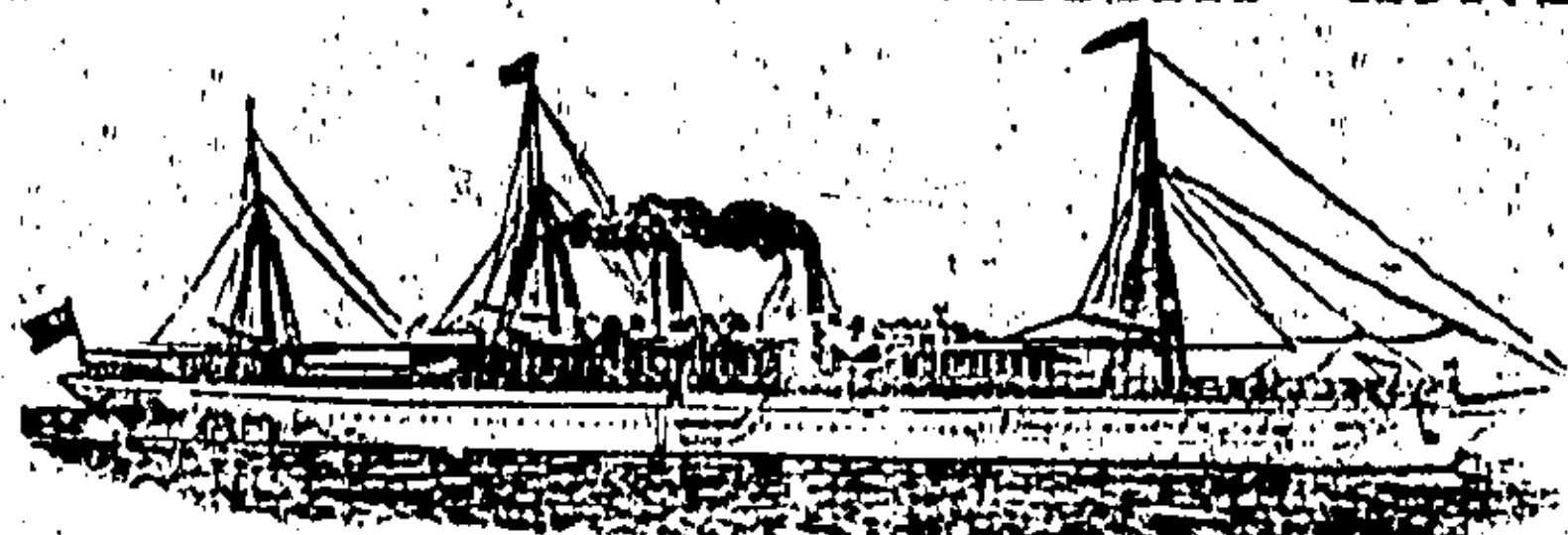
12.00 p.m. to 12.30 p.m. Every 15 minutes.

12.30 p.m. to 1.00 p.m. Every 15 minutes.

1.00 p.m. to 1.30 p.m. Every 1



## Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

## Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Sailing 5 to 10 Days Ocean Travel.  
11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration).
R.M.S. TONS	LEAVE HONGKONG
"EMPEROR OF JAPAN" 6,163	WEDNESDAY, April 22nd May 15th
"EMPEROR OF JAPAN" 6,163	THURSDAY, May 7th May 21st
"EMPEROR OF JAPAN" 6,163	WEDNESDAY, May 20th June 18th
"EMPEROR OF JAPAN" 6,163	THURSDAY, June 4th June 22nd
"EMPEROR OF JAPAN" 6,163	WEDNESDAY, June 17th July 16th
"EMPEROR OF JAPAN" 6,163	THURSDAY, July 2nd July 20th

"EMPEROR OF JAPAN" and "EMPEROR OF INDIA" are Freighters only and do not carry Passengers.  
"EMPEROR OF JAPAN" steamships depart from Hongkong at 4 P.M., S.S. "EMPEROR OF JAPAN," "EMPEROR OF INDIA" and "EMPEROR OF JAPAN" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, HAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC with the Company's New Palatial "EMPEROR" Steamships, 14,000 ton register. The through route to LIVERPOOL being 22 days, from YOKOHAMA, and 20 days from HONGKONG.  
Hongkong to London, 1st Class, via St. Lawrence River Lines or New York £71.10.  
Steamers, and 1st Class on Railway, via St. Lawrence £40. Via New York £42.  
First class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.  
R.M.S. "EMPEROR OF JAPAN" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.  
Passengers booked through to all points and AROUND THE WORLD.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.  
For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to  
HONGKONG, 9th April, 1908.

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SGAPORE, PENANG & CALCUTTA LAI ANG	THURSDAY, 16th April, 3 P.M.	
TIENTSIN	THURSDAY, 16th April, Noon.	
MANILA	YUE NSANG	FRIDAY, 17th April, 4 P.M.
MANILA	YUE NSANG	FRIDAY, 24th April, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOI	KUTSANG	FRIDAY, 1st May, Noon.

RETURN TOURS TO JAPAN.  
Occurring 14 Days.  
The steamers *Kaitang*, *Namang* and *Fukang* leave about every 3 weeks for Shanghai and Yokohama (via Inland Sea) returning via Kobe and Moji to Hongkong, providing a stay of 10 to 16 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A fully qualified surgeon is also carried.  
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.  
Taking Cargo on through Bills of Lading to Yangtze Ports, Obefoo, Tientsin & Newchwang.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO., LD.,  
General Managers.  
Telephone No. 61.  
Hongkong, 15th April, 1908.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
TSINGTAU, CHEFOO & NEWCHWANG	"KWEIYANG" .....	16th April, 4 P.M.
HOIHOW & HAIPHONG	"HUPEH" .....	17th " 9 A.M.
SHANGHAI	"YOHOW" .....	21st " 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIA	"OHANGSHA" .....	21st " "
WEIHAIWEI & TIENTSIN	"KUEICHOW" .....	21st " "
MANILA	"TEAN" .....	21st " "
CEBU & ILOILO	"SUNGKANG" .....	22nd " "
KOBE	"CHINGTU" .....	28th " "

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A fully qualified Surgeon is carried.  
Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
AGENTS.  
Hongkong, 15th April, 1908.

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon staterooms—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.  
—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ZAFIRO	3540	R. Rodger	MANILA	SATURDAY, 18th April, at Noon.
RUBI	3540	Almond	"	SATURDAY, 25th April, at Noon.

For Freight or Passage, apply to  
SHEWAN TOMES & CO.,  
General Managers.  
Hongkong, 10th April, 1908.

## HONGKONG-NEW YORK.

AMERICAN ASIATIC  
STEAMSHIP CO.

FOR NEW YORK.  
(With Liberty to Call at the Malabar Coast.)

Steamship	To sail
"LOWTHERCASTLE"	On or about the 31st May, 1908.

For Freight and further information, apply to  
SHEWAN TOMES & CO.  
General Agents.  
Hongkong, 8th April, 1908.

## Shipping—Steamers.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM  
FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.

(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL, AMERI-  
CAN and SOUTH AFRICAN PORTS.)

## THE Steamship

"MALTA."  
Captain C. H. S. Tocco, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 18th April, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Homewood*, 7,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Calcutta*, due in London on 30th May, 1908.  
Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.  
For further Particulars, apply to  
F. J. ABBOTT,  
Acting Superintendent.  
Hongkong, 4th April, 1908.

## THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.  
(With liberty to call at Malabar Coast.)

## THE Steamship

"TUDOR PRINCE."  
Captain Macdonnell, will leave for the above Ports, on or about TUESDAY, 21st April.  
For Freight, apply to  
ARNHOLD, KARBERG & Co.,  
Agents.  
Hongkong, 11th March, 1908.

## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with  
NORTHERN PACIFIC RAILWAY  
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, B.C., AND TACOMA,  
VIA  
MOI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
<i>Kumet</i>	6,232	Cowley	14th May, 1908.
<i>Shawmut</i>	9,606	Roberts	14th May, 1908.
<i>Trimont</i>	9,606	Garlick	19th June, 1908.

CHAP FARES, EXCELLENT ACCOMMODATION  
ATTENDANCE AND CUISINE, ELECTRIC  
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw S.S. *Shawmut* and *Trimont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensure steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.  
Cargo only.

PARCEL EXPRESS TO THE UNITED  
STATES AND CANADA.

For further information, apply to  
DODWELL & CO., LIMITED,  
General Agents.  
Queen's Buildings,  
Hongkong, 18th March, 1908.

## FOR SAN FRANCISCO VIA PORTS.

## THE Steamship

"CLAN MACMILLAN"  
will be despatched for the above Ports early in May.  
For Freight, apply to  
SHEWAN TOMES & CO.,  
Agents.  
Hongkong, 10th April, 1908.

## STEAM TO CANTON.

## THE New Twin Screw Steel Steamers

"KWONG TUNG" .....

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).  
Leave Canton for Hongkong at 5:30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are fitted throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey ..... \$4.  
Meals ..... \$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,  
and  
SHIO ON S.S. CO., LD.,  
No. 5 Queen's Road West,  
Hongkong, 1st July, 1908.

## Shipping—Steamers.

FOR SHANGHAI, YOKOHAMA, MOI  
AND NAGASAKI.

## THE Steamship

"GREGORY APCAR."  
Captain S. H. Bolton, will be despatched for the above Ports, TO-MORROW, the 16th inst., at 3 P.M.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to  
DAVID SASSOON & CO., LIMITED,  
Agents.  
Hongkong, 15th April, 1908.

EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,  
(Calling at Port Darwin, and Queensland  
Ports, and taking through Cargo to  
Auckland, New Zealand,  
Tasmania, &c.)

## THE Steamship

"EMPIRE."  
Captain Helms, will be despatched as above on SATURDAY, the 15th April, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.  
A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of Passengers, the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 30th March, 1908.

REGULAR STEAMSHIP SERVICE  
TO NEW YORK,

VIA PORTS AND SUEZ CANAL.  
(With Liberty to Call at Malabar Coast.)

## PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.  
S.S. "SIKH" .....

For Freight and further information, apply to  
DODWELL & CO., LIMITED,  
Agents.  
Hongkong, 3rd April, 1908.

## TOYO KISEN KAISHA.

## SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE  
BETWEEN  
HONGKONG, CALLAO  
AND  
IQUIQUE VIA JAPAN PORTS  
(KARATSU, KOBE AND YOKOHAMA).

With liberty to call at HONOLULU and  
SALINA CRUZ.

Steamers	Tons	To sail
KASATO MARU	6,100	19th June, 1908.

Taking Freight and Passengers to South  
Eastern and Western Coast ports of the  
Pacific S. N. Co.  
For further information as to Freight and  
Passage, apply to  
K. MATSUDA,  
Manager,  
York Building,  
Hongkong, 6th April, 1908.

## Intimations.

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

## PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.00 per Cask  
ex Factory.

In Bags of 250 lbs. net \$3.00 per Bag  
ex Factory.

SHEWAN TOMES & Co.,  
General Managers.  
Hongkong, 3rd October, 1907.

## THE NEW FRENCH REMEDY

## THERAPION

This successful and highly popular remedy, used in  
the Continental Hospitals by Ricord, Notary, Joubert,  
Viel, and others, combines all the desiderata to be  
sought in a medicine of the kind, and is a truly  
"miraculous" remedy.

THERAPION No. 1 is a remedy for all the  
diseases of the urinary system, such as gonorrhea,  
catarrh of the bladder, etc., and is a truly  
"miraculous" remedy.

THERAPION No. 2 is a remedy for all the  
diseases of the skin, such as eczema, psoriasis,  
etc., and is a truly "miraculous" remedy.

THERAPION No. 3 is a remedy for all the  
diseases of the blood, such as anemia, chlorosis,  
etc., and is a truly "miraculous" remedy.

THERAPION No. 4 is a remedy for all the  
diseases of the nervous system, such as neuritis,  
neuralgia, etc., and is a truly "miraculous" remedy.

THERAPION No. 5 is a remedy for all the  
diseases of the digestive system, such as indigestion,  
constipation, etc., and is a truly "miraculous" remedy.

THERAPION No. 6 is a remedy for all the  
diseases of the respiratory system, such as bronchitis,  
asthma, etc., and is a truly "miraculous" remedy.

THERAPION No. 7 is a remedy for all the  
diseases of the circulatory system, such as heart  
disease, etc., and is a truly "miraculous" remedy.

THERAPION No. 8 is a remedy for all the  
diseases of the reproductive system, such as  
gonorrhea, etc., and is a truly "miraculous" remedy.

THERAPION No. 9 is a remedy for all the  
diseases of the excretory system, such as  
catarrh of the bladder, etc., and is a truly "miraculous" remedy.

THERAPION No. 10 is a remedy for all the  
diseases of the endocrine system, such as diabetes,  
etc., and is a truly "miraculous" remedy.

THERAPION No. 11 is a remedy for all the  
diseases of the immune system, such as  
infectious diseases, etc., and is a truly "miraculous" remedy.

THERAPION No. 12 is a remedy for all the  
diseases of the integumentary system, such as  
eczema, etc., and is a truly "miraculous" remedy.

THERAPION No. 13 is a remedy for all the  
diseases of the musculoskeletal system, such as  
rheumatism, etc., and is a truly "miraculous" remedy.

THERAPION No. 14 is a remedy for all the  
diseases of the nervous system, such as  
neuritis, etc., and is a truly "miraculous" remedy.

HONGKONG AVERAGE MARKET  
PRICES.

Corrected 11th April, 1908, per 5 Mds.

## BUTCHER MEAT.

Beef sixloin & primecut—Moi Lung Pa .....

" Corned—Ham Ngau Yuk .....

" Roast—Shiu .....

" Breast—Ngau Lam .....

" Soup, Tong Yuk .....

" Steak—Ngau Yuk Pa .....

" Sirloin—Ngau Lau .....

" Sausages—Ngau Yuk Chung .....

" Bullock's Brains—Know .....

" Tongue fresh—Ngau Li .....

" " Corned—Ham Ngau Li .....

" Head—Ngau Tau .....

" Heart—Ngau Sum .....

" Hump, Salt—Ngau Kin .....

" Feet—Ngau Keok .....

" Kidneys—Ngau Yiu .....

" Tail—Ngau Mei .....

" Liver—Ngau Con .....

" Tripe (undressed)—Ngau To .....

" Calves' Head and Feet—Ngau-chai-  
tau-keek .....

" Mutton Chop—Yeung Pai Kwai .....

" Leg—Yeung Pei .....

" Shoulder—Yeung Shau .....

" Pigs' Chittlings—Chi cheong .....

" Brains—Chi Know .....

" Feet—Chi Keok .....

" Fry—Chi Chak .....

" Head—Chi Tau .....

" Heart—Chi Sum .....

" Kidneys—Chi Yiu .....

" Liver—Chi Kon .....

" Pork Chop—Chi Pai Kwai .....

" Corned—Ham Chu Yuk .....

" Leg—Chu Pei .....

" Fat or Lard—Chu Yau .....

" Sheep's Head and Feet—Yeung Tau  
Keok .....

" Heart—Yeung Sum .....

" Kidneys—Yeung Yiu .....

" Liver—Yeung Con .....

" Sucking Pigs, To Order—Chu Chai .....

" Suet Beef—Sang Ngau Yau .....

" Mutton—Sang Yeung Yau .....

" Veal—Ngau Chai Yuk .....

" Sausages—Ngau Chai Yuk Tong .....

"

## Cents

Shark—Sa Yu .....

Skate—Fo Yu .....

Shrimps—Ha .....

Snappers—Lap Yu .....

Soles—Tat Sa Yu .....

Tench—Wan Yu .....

Turbot—Cho How Yu .....

Turtles, small, fresh water—Kook Yau .....

White Bait—Ngau Yu Chai .....

## FRUITS.

Almond—Hung Yan .....

Apples, (California)—Kam San Ping .....

" (Chafoo)—Tin Chua Ping .....

" Small—Hoi Tong .....

" Custard—Fan Lai Chi .....

" Bananas, fragrant, Canton—Sang Sheng  
Heung Chiu .....

" (brides), Macao—San Heung Chiu .....

" Chestnuts, Chinese—Fong Lut .....

" Carambola—Yeung To .....

" Cocoanuts—Yeh Tai .....

" Grapes—Sin Tai .....

" Lemon, China—Ning Moong .....

" Amer.—Kum San Ning Moong .....

" Lichees, Small Stone—Lai Chi Con .....

" Fresh, Lai Chi .....

" Limes, (Saigon)—Sai Kung Ning  
Moong .....

" Mango, Manila—Lui Sung Moong .....

" Mango, Saigon—Sai Kung Moong .....

" Mangosteens, San Chuk Tai .....

" Oranges, Tim Chang .....

" Small—Tai Kui .....

" Mandarin—Tim Kut .....

" Olives—Pak Lam .....

" Passion Fruit .....

" Pears, (American)—Kam San Shui Li .....

" (Canton), Cooking—Sa Li .....







